GRAND PRIX INTERNATIONAL

FORMULA 1

Duel between Ferrari and Prost

PEUGEOT 205 TURBO 16

Thrills in Corsica

HEART TO HEART

Cheever opens up

BE A Silverstone Champion

WINNERS PRIZE DRAW WITH SEALINK

12 Invitations to race round Silverstone can be won.

50 Runners up prizes of quality Rally Clothing.

Every entrant gets: **£15 OFF** a Sealink Car Booking.
Plus **FREE** 200 Rothmans King Size Cigarettes from any Sealink Duty Free Shop on British Ships.

Sealink offer you the chance to be a racing driver in an action packed day at Silverstone on the British Grand Prix circuit. Derek Bell and Henri Toivonen will introduce you to the thrills of the Le Mans winning Porsche 956 and the Porsche 911SC Rally Car. Experience for yourself the excitement of learning to drive this famous British Grand Prix circuit.

ENTRY FORM

How to enter: Here are two drawings of the fabulous Porsche 911SC Rally Car. All you have to do is circle the 6 differences between the 2 drawings clearly in ink and send your completed entry to:

Sealink Prize Draw, PO Box 51, Burnley, Lancs. B11 1BR.

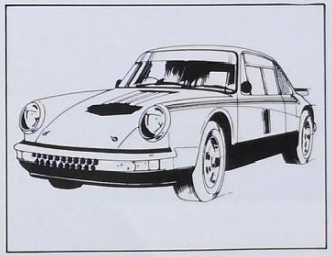
Every entrant will receive a £15 Sealink Car Booking discount voucher with a special Sealink Booking form and instructions, plus a voucher for 200 free Rothmans King Size cigarettes redeemable at any Sealink Duty Free Shop on British Ships.

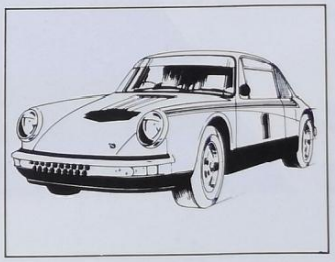
All correct entries will be placed in a prize draw on September 18th 1984, and winners will be notified by post. The race day will take place in October 1984.

Closing date: 17th September 1984.

Conditions of Entry

1. Only one entry per household. Entry is open to all UK residents over the age of 18, other than employees of Sealink, Grand Prix International, Rothmans International or anyone connected with this competition.
2. There are no cash alternatives to the prizes.





3. No proofs of purchase are required for entry.
4. Closing date for receipt of entries is 17/9/84. No responsibility will be accepted by the organisers for entries which are lost, delayed or damaged in the post, which are illegible or arrive after the closing date.
5. The judges decision on the differences between the two cars will be final and no correspondence will be entered into.
6. Correct entries will be placed in a prize draw to take place on 18/9/84. Prizes will be awarded to those correct entries drawn out sequentially. All winners will be notified by post. A list of winners will be available on receipt of a stamped addressed envelope to the competition address.
7. Allow 28 days for delivery.
8. The race day will take place in October 1984 on a date to be fixed by the Judges and no responsibility for winners ability to attend can be taken by Sealink, Rothmans International, Grand Prix International nor their agents.
9. All entrants will receive a £15 Discount Voucher for a Sealink Car booking to Continental or Irish ports plus a voucher for 200 Rothmans King Size cigarettes free from any Sealink Duty Free Shop on British Ships.
10. It is a condition of entry that these rules are accepted as final and that competitors agree to abide by the rules.

NAME

NO. ROAD

TOWN

COUNTY POST CODE

SEALINK

CONTENTS

COVER PHOTOS:
B. ASSET, D.P.P.I.

Free poster in this edition.

PAGE 6

GRAFFITI

Keith Botsford took pen and prejudice to Belgium. If the Tourist Bureau of that smiling land orders up some ads from us, then we'll know the Belgians have a sense of humour...

PAGE 8

PADDOCKS

What's happened in the last fortnight: in pride of place, the entries for the Le Mans 24 hours and M. Balestre's latest press conference.

PAGE 14

PHOENIX CART

First oval race of the season. The ex-F1 boys in Cart were only mildly keen. Revenge at Indy in two weeks.

PAGE 22

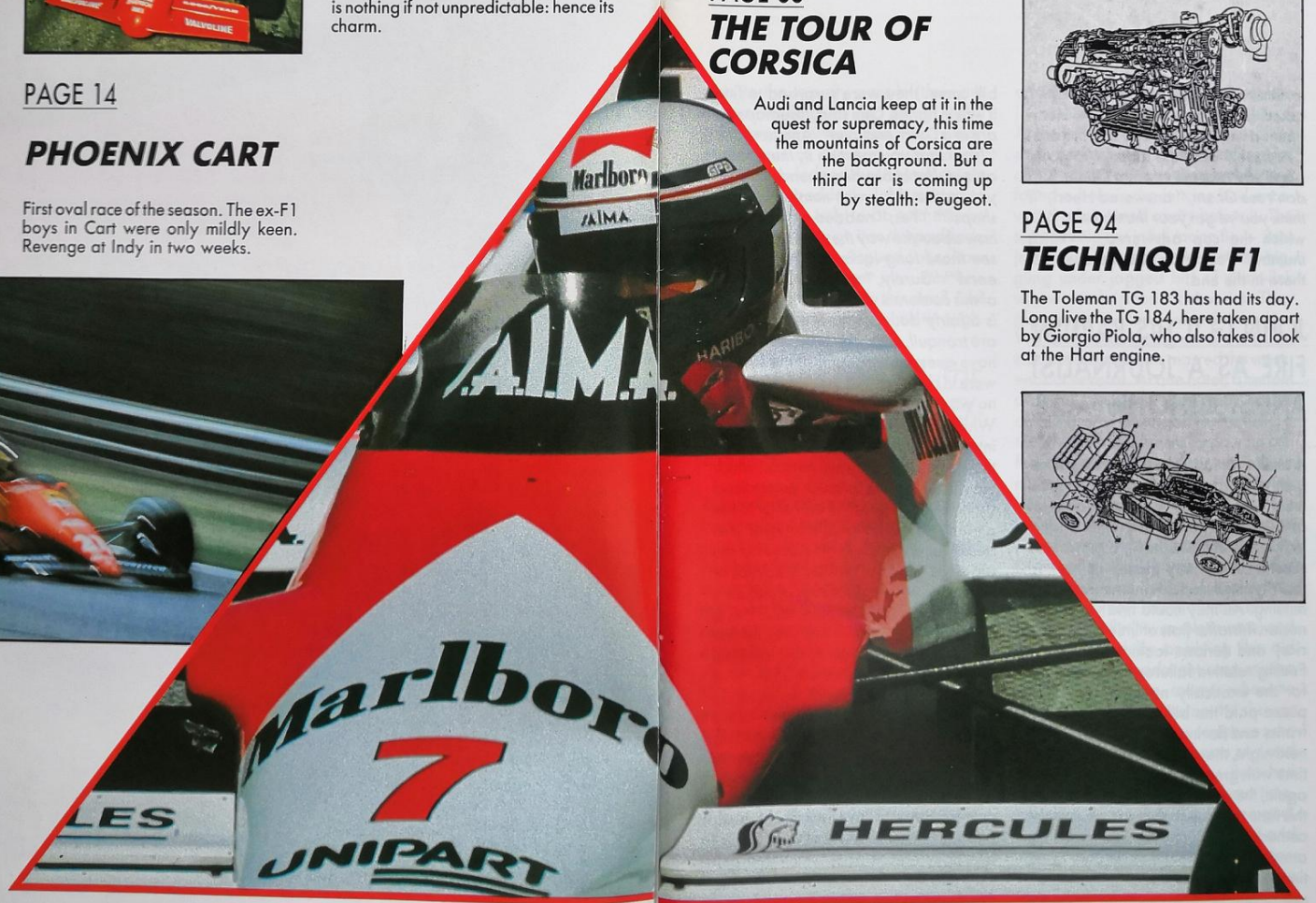
THE BELGIAN AND SAN MARINO GRANDS PRIX

The European season was a slow starter; here you get two bites at the cherry, two Grands Prix in a week. McLaren's total superiority in S. Africa made some fear a boring year. But F1 is nothing if not unpredictable: hence its charm.

PAGE 12

THIRD DEGREE

Ken Tyrrell in the hot seat. Tricky questions and snappy answers. The subject is a team that's not what it was, but it should, according to Ken, have won the race at Zolder.



PAGE 66

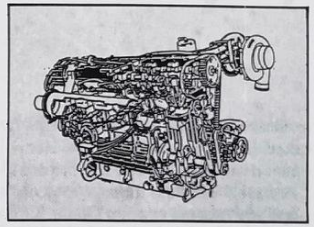
THE TOUR OF CORSICA

Audi and Lancia keep at it in the quest for supremacy, this time the mountains of Corsica are the background. But a third car is coming up by stealth: Peugeot.

PAGE 88

O, TO BE SURE!

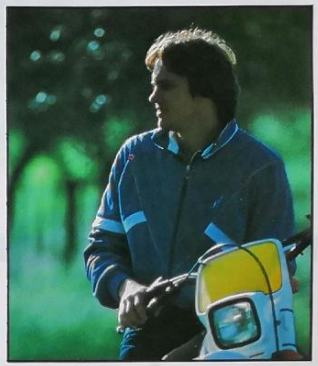
Eddie's setback at Renault was his first. His image as a rising young driver took a hard knock. He has his explanations, and also a clear view of his past mistakes.



PAGE 94

TECHNIQUE F1

The Toleman TG 183 has had its day. Long live the TG 184, here taken apart by Giorgio Piola, who also takes a look at the Hart engine.



PAGE 96

ROAD ATLANTA IMSA

Jaguar had a close shave, Van der Merwe's March caught fire; the Whittington brothers, Bill and Don, sorted it out within the family.

PAGE 100

POST SCRIPTUM

A former F1 driver writes in. An event. Pity it's to gripe.

PAGE 102

COMING UP ...

Graffiti

There is some confusion about the location of Belgium and it is said, with some truth, that it has not been around for all that long. Part of the confusion lies in the fact that one part of it looks very much like another. The border from France is marked by various slag-heaps and the rest of the way is a tangle of motorways marked in ways to deceive the unwary. Thus, if you want to go to Liège, you'd better know that it's called Luik. Don't stop to ask the way past a certain point because the natives, torn by their ancient rivalries between the Catholic Walloons and the Protestant French-speaking part, decline all knowledge of French. On good days, when the sun is shining and the *frites* are frying, they'll fetch up a younger daughter who's gone to school and she'll translate for you.

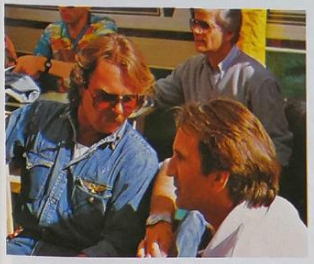
But Colonel Henri, the red-head who measures the scales which weigh the cars which do or do not, according to whom you believe, conform to the regulations, had an impressive encounter with one policeman. Said our Colonel, an upright, mottle-faced gentleman, *"could you tell me the way to Liège please?"* Said the local flic: *"You don't want to go to Liège, you want to go to Ghent."* Protested Henri: *"But I have to go to Liège. Anyway, why shouldn't I go to Liège?" "Because Ghent is much prettier than Liège."* After a little parlaying, the policeman finally admitted that to Liège our Colonel might be allowed to go. *"So how do I go to Liège?"* asked Henri. *"You take the road for Ghent." "I don't want to go to Ghent." "Have you got a map?"* asked the cop patiently. Colonel Henri opened it up and handed it to the cop. *"You see,"* said the latter, *"to go to Liège you take the road to Ghent." "I don't see Ghent,"* answered Henri, *"I think you've got your thumb on it."* To which the cop answered, *"Which thumb?"* Postscript: the Colonel got there in the end.

JOHN GOT HIS BAPTISM FIRE AS A JOURNALIST AND STUCK TO HIS FACTS.

A similar confusion befell certain colleagues who, in search of a typical Belgian meal — a slab of meat and a lot of *frites* — set off eastward from Zolder. When they came to the first town of any substance, a pretty place, they noted that 'typical' restaurants were sorely missing. All they could find was Indonesian *Rijstaffel* (lots of little hot dishes, rice) and forlorn looking pizzerias. Feeing relative failures in their search for the exotically native, they ate a pizza paid the bill written in Belgian francs and florins and went home. The next night, they sallied forth again, this time with greater determination. Once again, they came to the same town, and this time they went about staring at the cathedral and such-like, soaking up the atmosphere, so to speak. In their good time, they found a moderately elegant restaurant, sat down and ate. When the bill came, they were surprised to find it was in florins. One said, *"perhaps we are in a Dutch enclave?"* Another said: *"Now that you mention it, there were an awful lot of bicycles around. And did you notice the great number of sex-shops?" "Yes,"* nodded a third, *"and how about the way they dress? Did you see those long locks and rings in the ears?" "Surely,"* said the first, *"none of this conforms with Belgium? Belgium is a fairly dour place. The inhabitants are tranquil, unpunk?"* The reader will have guessed by now that our friends were in Holland. You see, there's really no way of telling.

While I think of it, there is also some internal confusion. Even within Belgium they seem not entirely certain which way is which. I was much entertained by an exchange at the entrance to the pit-lane when the local scrutineer was being taken through his paces by the big-wigs of FISA. Without a scratch of his head or so much as a puzzled expression, the local man said: *"And the cars, they come in this way or that way?"* It is by answers to such sensible questions as these that we know how vital it is that FISA be at the track.

John Watson had some trouble of his own on his way into the paddocks which are now marked as the property of FOCA and therefore exclusive only to the very best sort. John, who was over looking into the possibility of doing pit-lane commentary for the BBC, had a proper FOCA pass which theoretically allowed him to join the elite among the motor homes. When he showed his pass to the security people (they are known in Belgium for being teeth-gnashers, growlers and the human equivalents of Alsatian guard-dogs) they acknowledged that he had a right to be in the paddock. John started to walk through, only to bo told that he wasn't allowed to go into *this* paddock, only into *that* one. Argued John, how was he going to get into *that* one without going through *this* one? Like most people, John just pushed through.



Keith Botsford

"DID YOU NOTICE THE GREAT NUMBER OF SEX-SHOPS?"

Before that, however, John had been involved in another minor fracas, this one involving René Arnoux. Wattie had been involved with what one sponsor called a *"popular tabloid"*, meaning in fact the *Sun* in London. That involment concerned Wattie's true opinion about his contemporaries. The *Sun* article carried the headline ROAD HOG RENE and contained various remarks that were, if not tendentious, certainly diffamotory. The comments were repeated in Italy where Arnoux, no great reader, picked them up and confronted John in the Zolder paddock. John got his baptism of fire as a journalist and stuck to his facts: yes, he said, citing chapter and verse, whenever I went out you were always on the wrong line and so on and so on. Exit one disaffected Grenoblois. Enter one journalist paying the price.

At the far end of the paddock, however, in a cozy warm spot behind a series of little huts, an ingenious public had found a hole in the fencing and excavated a fair-sized cavity below it. The sight of Belgians in full racing fig — Boss jackets and caps and tight jeans wriggling under jagged bits of chain-link was worth the price of admission. They got caught in more ways than one.

While this was going on at the track, domestic disruptions marred the weekends of several. At one hotel, a certain distinguished and garrulous sports administrator managed to short circuit the whole establishment by pouring coffee from an automatic dispenser into the electrics. In another, repairs having been made to the communal showers which are a luxury feature of the traditional Belgian hotel and these repairs, to the relief of all, having finally been completed, one fellow I know duly repaired thither. The shower was working beautifully (it was even warm) and he was cheerfully applying the old shampoo-and-deodorant-soap routine to himself, singing away, when he heard violent beatings on the shower door. He thought it was someone who wanted to indulge in the same joys and did not answer the summons. But when the beating continued for some time, and when he had finished, he emerged, exquisitely modest in a tiny towel, and met an indignant landlady who informed him that he had flooded the entire ground floor café. Apparently the waste-pipe had never been connected. Others, of course, live in greater comfort. The reigning world champion, for instance, has certain yens of his own.

OUR FRIENDS WERE IN HOLLAND. YOU SEE, THERE'S REALLY NO WAY OF TELLING.

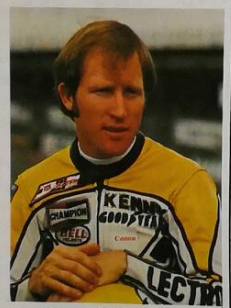
About motor-cycles we all know, little Hondas to get around Monaco and big ones given to Gordon Murray (says Murray, *"I'll use it once or twice and then stick it somewhere in the house — it's too beautiful to use!"*). Less known is Piquet's penchant for exotic ice-creams. Akira Mase, who is one of the great motorsport photographers, arrived from Tokyo with a package containing six pounds of dry ice, and nestled within, two pounds of ice-cream. The preferred flavours? Green tea and black bean. Finally, Our Beloved President gave one of his pre-Olympic press conferences, which are half between a Marathon and Mark Twain's Jumping Frog. It had to do with drivers using the start of the race as part of their race tactics. The trick is to raise your hands, once or more, on the starting grid and upset your opponents, use up their fuel and whatnot. Not on for Imola. But what driver at Zolder was seen practicing raising his hands in repeated gestures of mock despair?

See you soon Michel K.

CHANGES

GPI, shaped in its beginnings by its first editor, Eric Bhat, took on its present shape and international flavour under the guidance of Michel Konig. It was Michel, our friend and our 'boss', who welded together the team that now gives you GPI's unique blend of photography and text. Always a man to explore new fields, Michel has left us: perhaps for the wide open spaces of North America? We shall all miss him.

Mike Doodson, who worked for GPI since its very origins, also chose to resign as English editor. He remains as our Senior Correspondent.



How Kenny Roberts is spending his retirement.

BIKE CHAMP FOR IMSA FORD

Three times 500cc world motorcycle champion Kenny Roberts, the 32 year old Yamaha rider from Oakland, California, has been invited to race with the factory Ford team in the forthcoming IMSA sports car championship race at Cleveland, Ohio on June 10. Roberts, who just failed to snatch a fourth consecutive world title last year from his fellow countryman, Honda rider "Fast" Freddie Spencer, had his first encounter with car racing two years ago, when he took part in a minor American event at the wheel of a Pontiac Firebird. But his interest was revived last month when he was invited to try a Formula Atlantic Ralt at the Laguna Seca track in northern California. "I felt confident in the car within half an hour," he commented, "and now I am able to suggest adjustments to the wing and suspension settings."

The American officially retired from Grand Prix bike racing at the end of 1983, although he has competed in non-championship events this year, winning the 200-mile classics at Daytona and Imola. He now manages his own Marlboro-sponsored team of bikes in the 250cc class.

BALDI'S CASH CRISIS

A new, all-white livery on the Spirit-Hart at Zolder indicated that the tiny team from Slough, near London, had almost exhausted the sponsorship brought by its 1984 driver, the Italian Mauro Baldi. Indeed, until less than 24 hours before the Belgian race it seemed that Baldi would be replaced by Frenchman Jean-Louis Schlesser, whose name had already been approved in advance by FISA following a submission by Spirit Racing.

Having found some additional funds at the last minute, it was Baldi who raced the car in Belgium, and he was expecting to race it again at Imola. But not even Spirit team manager John Wickham was prepared to nominate his driver for the French GP at Dijon on May 20.

According to RAM boss, John MacDonald, however, there is no possibility of Schlesser racing the Spirit until the Frenchman has settled the bills which he incurred for driving the RAM last year. "I'm a forgiving man," said MacDonald at Zolder, "but if Schlesser has managed to find some money I think he should offer it to me before he starts to offer it to other team managers."

What does John MacDonald think about Jean-Louis Sclesser?

RAM FOR STREIFF IN CANADA?

Jonathan Palmer will not be taking part in the Canadian Grand Prix; his contract binds him to give priority to his Endurance commitments. He will be at the wheel of Richard Llyod's Porsche 956 at Le Mans. John Macdonald, team manager and director of RAM Automotive offered Philippe Streiff the place left vacant in Montreal by Palmer. Streiff is also entered on that day at the Le Mans 24 hours where he is replacing Boutsen on a 956 Fitzpatrick team Skoal Bandit. John MacDonald was also sponsored by Skoal Bandit. It's feasible that the two manangers might come to an agreement.

Philippe Streiff - will it be Montreal or Le Mans?

NO DECISION YET ON '85 FUEL LIMIT

Faced with opposition from almost every Grand Prix team to the agreed maximum 185 litre fuel capacity limit which is due to come into effect next year, FISA President, Jean-Marie Balestre, has said that the federation is prepared, if requested, to maintain the current 220-litre limit into 1985.

"The fuel limit was the only means by which the teams could agree to limit power when we met them in November 1982", said Balestre. *"We had suggested such methods as a fuel flow meter or an air restrictor. But the constructors unanimously agreed on the fuel limit of 220 litres for 1984 and 195 litres for 1985, with the sole exception of Renault, who wanted a slightly higher allowance for 1985."*

Balestre further pointed out that one of the reasons for the limitation of engine power at that time was to maintain the competitiveness of the 3 litre Cosworth engine, a situation which has since changed dramatically. He also claimed that 220 litres was in fact generous: *"in 1983, every F1 team with the exception of Alfa Romeo completed the races with less than 220 litres"*, he insisted, *"And McLaren used only about 200 litres to win the first two races of this year."*

Meanwhile, the constructors agreed at Zolder to accept a revision to the F1 rules that would forbid refuelling on the grid within five minutes of the start (previously the limit was three minutes). The change would also give race officials the right to act immediately against any competitor whose actions caused the start to be aborted. In future, such actions may cause the offender to be relegated to the back of the grid for the re-start.

GOODYEAR IN A HURRY

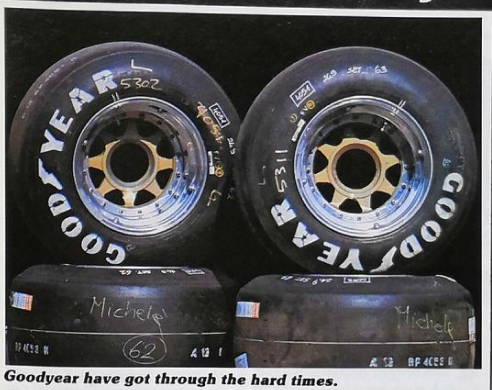
The quick reaction time which is typical of so many racing suppliers could not have been better demonstrated than it was at Zolder by Goodyear. Testing experimental types of tyre at Dijon in the week before the Belgian race, the American tyre engineers discovered that one new design gave significant improvements in lap times when tested by Lotus.

The news was immediately flashed back to the Goodyear factory in Akron, Ohio, where production was started of several dozen exemples of the new tyre.

It was only possible to manufacture examples of the new rear Goodyear in the time available and these were airfreighted to London, where they arrived on Friday, the first day of practice for Zolder. Alas, although they were immediateley put on a truck and sent across the channel, delays at the border prevented them from arriving until final qualifying.

"Our teams were able to try the new tyre in the Sunday morning warm-up", said Goodyear's European racing chief Barry Griffin. "All of them liked the tyre, but only Tyrrell, Arrows, Alfa Romeo and Lotus decided to use it in the race."

Ferrari and Williams, having spent a lot of practice time getting their cars adapted to the older Goodyears, decided to take a more cautious attitude, which paid off handsomely for Ferrari in particular.



Goodyear have got through the hard times.

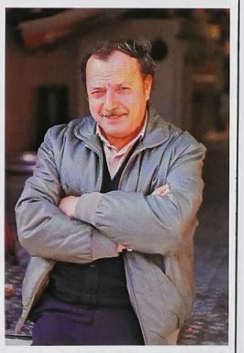
SPEAKING IN TONGUES

It's not very easy to find out exactly what is happening inside the works Porsche Endurance team. The epidemic of engine failures at Monza was blamed (rightly or wrongly) on the low octane rating in the local petrol. Richard Lloyd brought his own fuel over from England and did not have the slightest problem with his engines.

On Monday evening, after the race, a rumour in the paddock was spread around by the Porsche private team managers, that the works 956s had used special fuel brought in during the night from Germany. Jurgen Barth confirmed this piece of news but when questioned separately, Derek Bell and Jacky Ickx contradicted his words. According to them, the petrol used in the Porsches during the race was exactly the same as during practice. Who's telling the truth?

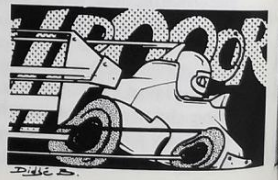
It does seem that the F2 teams don't hold much hope for the future of their category. After Maurer and Minardi, AGS have now decided to fullfil their ambitions and go into Formula 1. A true to life size model of the car will be shown at the Monaco Grand Prix. The future AGS FI was designed by Christian Van der Pleyn. But, why Monaco? Simply because if the AGS F1 project comes into being, it will run under a Monegasque licence, thus becoming the first FI to emerge from the principality.

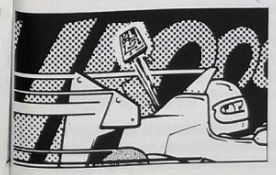
Henri Julien who founded AGS sold his shares to companies based in Monaco which explains the change in nationality. Among the sponsors to back the project is the powerful 'Société des Bains de Mer'.



Henri Julien is the N° 1 F1 constructor in Monaco.

The AGS should make its debut in Formula 1 in 1985. Philippe Streiff the AGS F2 driver is in line to race it. There are three problems left to solve: finding the necessary financial backing, which apparently does not seem to be too much of a problem; the tyres; and most important, an engine. Renault has been approached, but rather unsuccessfully; and it seems that Henri Julien is putting his hopes in Munich. The AGS F2s have been using BMW engines prepared by Heini Mader.





THE UNCERTAINTY FACTOR

Life's little joys include the element of uncertainty, of not knowing one day what will happen the next. That this happens in our sport should be no surprise to anyone. If the country we live and work in is the car in all its sporting aspects, then uncertainty is its capital. It is well provided with all modern conveniences: rumour, despair, hope, disappointment and fleeting triumph. Not to speak of that which communicates itself fastest, panic.

It is impossible for us, therefore, not to live with the feelings of some teams who find themselves up against uncertainty. We see them, we watch their cars, we talk to their drivers, we share their feelings.

Imola is, for instance, in the heart of Ferrari country and Ferrari, we all know, is something quite special in our world. It is something very special in Italy. It has managed to do something which sport does all over the world, but motor racing less than other sports: to engage the loyalty of the masses who follow the sport. They may not be rich enough to get to the circuits or to swan about the paddock. They know where their heart is.

Not all teams have this passionate loyalty to the same degree, but all have it to some degree. And when uncertainty sweeps through the sport, it affects those fans as much as us. Therefore, when Ferrari went through two races with a result of zero, it affected all of us. When Ferrari won at Zolder, it affected all of us.

But in fact, the uncertainty factor still rules. In our sport, it is as hard to know what you do right as it is to know what you do wrong. Of the many hundreds of components that go into a racing car and its driver, any one can betray you at any time. The worst is, not to know why it happens. A human being, such as a driver, you may question. He can tell you his mistakes. An engine or a wishbone cannot tell you very much, only that it failed you. It is not even sorry. It does not apologize. Then suddenly, it works again... and perhaps something else goes wrong. Or the whole suddenly comes right.

Our fascination rests on this. For what we know is somehow less interesting. If the TAG McLaren won all season, we would be the losers. And if no one ever won, against all expectations, our sport would lose its wayward charm.

It's not so different from running a magazine. Or from life itself.

TOPS

Seen limping in the Zolder paddock, it was a distinctly embarrassed Derek Warwick who had to admit that he'd hurt himself while on holiday with his family in Spain. "Actually I fell off one of those fairground karts while I was racing against my daughters," he said.

A new tweak? Manfred Winkelhock, who had such an impressive weekend at Zolder, succeeded on Saturday in confecting a third set of qualifying tyres by taking the two pairs of (less stressed) right-hand-side Pirellis from his two permitted sets of qualifying tyres, then having the accumulated dirt and stones buffed off them. The "free" third set was good enough to put him on 6th place on the grid...

Three expensive-looking Honda engine failures looked serious for the Williams team after Friday qualifying at Zolder. However, as someone said, "a solution was found after many telexes to Japan". Turns out that the microprocessor hadn't been programmed to take account of the exact grade of fuel being used. Not so long ago, the most sophisticated form of engine diagnosis was a Champion man examining spark plugs through a magnifying glass!

FISA President Balestre, asked at Zolder to indicate what progress was being made with the construction of Spain's new Grand Prix circuit at Fuengirola, would only say that "nothing is certain yet." Our Spanish sources insist, however, that the suspicious quiet that has settled over the project demonstrates that the municipality of Fuengirola and the circuit's anonymous promoters are still looking for a lot of elusive cash...

Formula 1 cars are traditionally built to the very limit of the regulations. Hats off, therefore, to Williams (Grand Prix) Engineering Ldt, who had the galling experience of seeing Keke Rosberg's car run out of fuel at Zolder, but the satisfaction of seeing it weighed afterwards at 540 kilos exactly, on the permitted "dry" limit.

The price of a set of four carbon fibre brake discs, manufactured by the French concern SEP, is about £2,750. A quantity discount is allowed for purchases of ten or more sets: £2,260. The carbon fibre discs represent a savings in weight of about 12 kilos against the conventional steel discs, and are used by McLaren, Renault, Ferrari, Lotus, RAM, Osella and Alfa Romeo. Brabham and Williams use Heatco.

SAFARI FLASHBACK

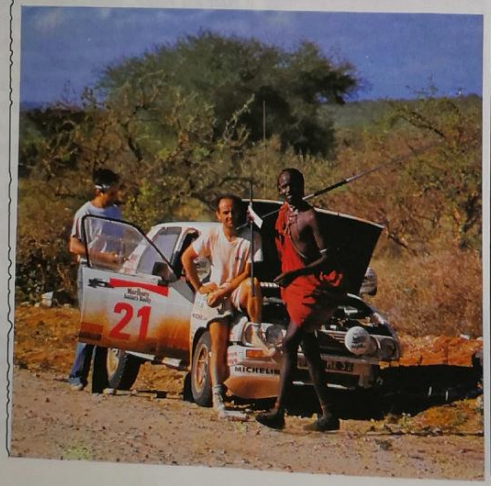
Because of very tight publishing deadlines after the finish of the Safari Rally, we were unable to print a certain number of technical updates concerning several teams. At Audi, Blomqvist, who was charging back upwards in the field after having been the victim of setbacks in the first leg, had two minor scrapes (due to the blinding dust) and problems with his clutch. Mikkola also had difficulties with his clutch in the last leg. Roland Gumbert was looking very glum indeed when the race was over: the three works cars had the same electrical problems as that of Wittmann, problems which had surfaced neither in the scrutineering nor in the Quattro chase cars of Grundel and Lampi. Could the Bosch electronic injection system have been at the heart of the problem? In the winning team, same electrical problems for Eklund (before he went off), Munari and Ulyate (who was driving one of the chase cars). For his part, Waldegaard was miraculously spared, and the sum total of his problems was two punctures and some minor difficulties with his turbo. At Lancia, there was a slight scrape for Preston in the first leg, some trouble with the gearbox, followed by the suspension and the transmission. For Alen, it was a change of gearbox and compressor in the second leg, two broken accelerators and a shock absorber which had to be changed.

Aaltonen's Opel, which finished second, had difficulties with the gearbox on the last day, while at Citroën, other than the retirement of Rio with steering problems, the rear suspension arms of the Visa proved to be fragile and broke several times on the cars of Chomat and Wambergue, who were nonetheless able to finish. Steering problems at Nissan also, for Mehta in the second leg, and a final point worth noting: the relatively large number of teams which were classed when it was all over: 24 out of 76. Has the Safari become less brutal than in the past, or have the Group B cars become more robust? In any case, everyone expected the Toyota in the lead to break down sooner or later. And yet it went the distance.

THE SOUTH AFRICAN CONNECTION

During the Safari, "The South African Connection" is the way in which the Kenyan press referred to the links which had connected the Swedish team of Per Eklund-Arne Hertz to the government of Pretoria (see GPI no. 79). The Times went so far as to carry a headline reading: "Never Again, says Eklund". The beginning of the article which followed was full of promise: "P. Eklund, the driver who admits to having participated in a South African rally three years ago, was not available for comment yesterday. But one of our sources communicated to us his promise to never participate, in the future, in a rally in South Africa. "The story goes on for two columns, failing to mention altogether Waldegaard's victory. During the awards ceremony, the minister of sports firmly announced his government's intention to refuse to tolerate in the future the presence of drivers in the Safari who had participated in a race in South Africa. Not for tomorrow the Formula One Grand Prix of Kenya!

A contrasting civilization, a culture shock.



SCATTERBRAIN!

The reason given for the disqualification of Baldi-Barilla's Lancia after the Monza 1,000 km is certainly spicy. It will be remembered that the works LC2 was 8 kg under the minimum authorized weight. In fact, the Lancia was weighed in before official practice at 850 kilos: within the legal limit. Following Patrese's wheel rim breaking, Cesare Fiorio decided to do away with the Denlock device, and use traditional rims, which are 8 kilos lighter in all. He forgot to add ballast to his cars...

The all too light Lancia LC2.

NEW ENDURANCE RULES

Responding angrily to the legal case which Porsche has threatened against FISA, Jean-Marie Balestre has claimed that Porsche racing chief Jurgen Barth is wrong to suggest that any firm decisions have yet been made about the Endurance racing rules for this year and 1985.

Although FISA's Executive Committee agreed at its Lisbon conference in March to withdraw the 15 per cent reduction in fuel allocation which had already been decided for 1984, Balestre says that no firm agreement has been reached about the rules that will take force for 1985.

Porsche has claimed that FISA's March decision to accept cars that comply with the more generous American IMSA rules could lead to an escalation in engine power that will reduce safety and nullify Porsche's own extensive investment in fuel-saving electronic engine management systems.

"The Endurance Committee will meet at Silverstone in May to bring in proposals to limit engine power", says the President. *"We would like to see two classes in long distance racing: one for amateurs and low-budget teams, using engines of between 300 and 400 horsepower; and a "top level" category for professional teams, with an upper limit of between 500 and 600 horsepower."*

Regular readers of GPI will find it ironic that while the majority of F1 constructors object strongly to any further limitation on fuel, in Endurance racing Porsche has taken completely the opposite point of view.

A new chassis for the Cheetah.

CHEETAH-ASTON MARTIN

Chuck Graemiger has been working day and night on his latest creation: the Cheetah G604. This group C car is similar to its precursor, the G603, but is now equipped with a monocoque carbon fibre and Kevlar chassis, in those parts where the G603 was only aluminium. The most important change is the engine block. A 5.3 litre V8 Aston Martin has been used to replace last year's 3.9 litre Ford Cosworth engine, developing appoximately 575 bhp. The Cheetah Chassis was made in England by Advanced Composite.

Graeminger had at first planned to enter two cars, but Aston Martin did not provide as much financial backing as he had hoped. Thus, a single Cheetah has been entered for the Le Mans and is sponsored by Gatoil. The rest of the season will depend on the results of the Swiss car at the Le Mans 24 hours.

IMSA RESULTS

Brian Redman is now the provisional leader of the IMSA Championship following his 3rd place at Road Atlanta. He's taken the lead from right under his team manager Bob Tullius' nose. The only person who has been able to come in between the Jaguar drivers, is Bill Whittington. The green and white Group 44 cars have shown that they are reliable on the outposts, although they have only ever won, at Miami. As March have two victories to their credit, (Daytona and Road Atlanta), they are the present leaders of the constructors' championship.

The results after 4 races: Ist Redman, 35 pts; 2nd Bundy, 32 pts; 32 pts; 3rd Bedard and B. Whittington; 5th Tullius and Bell, 27 pts; 7th Wollek, 25 pts; 8th Van der Merwe and Martin, 23 pts. 10th Duxbury, Johansson, Heyer, De Narvaez and D. Whittington; etc.

Chassis Constructors' championship: 1st March, 58 pts; 2nd Porsche, 51 pts; 3rd Jaguar, 47 pts, 4th Lola, 18 pts; etc. Engine Constructors' Championship: 1 st Porsche; 2nd Chevrolet; 3rd Jaguar, 47 pts; 4 th Mazda, 14 pts; etc.

NÜRBURGRING RE-OPENS

The official opening of the "new" Nürburgring takes place on the weekend of May 11/12, when there will be some interesting happenings to help celebrate the completion of the multi-million Deutschmark shorter circuit.

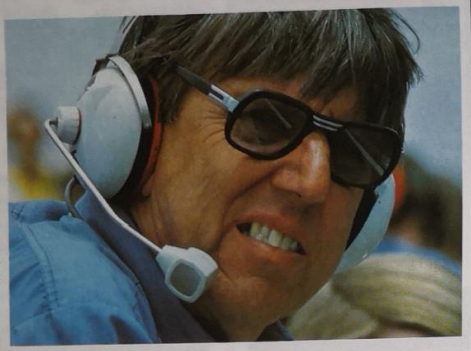
Among the many distinguished guests will be no fewer than eight former world champion racing drivers, who have been invited as VIP guests by Daimler-Bens. Most of them will be taking part in a "demonstration" of specially-prepared versions of the desirable 16-valve 2.3 litre Mercedes 190 saloon.

When one considers that the invited champions include Sir Jack Brabham, Denny Hulme, John Surtees, Niki Lauda, Jody Scheckter, Alan Jones and Keke Rosberg, we suspect that this particular "demonstration" could develop into something considerably more serious.

OFFICIAL ENTRY LIST FOR THE LE MANS 24 HOURS ON APRIL 27

N°	Car	Drivers entered
GROUPE C1		
4 Martini Racing	Lancia LC2	A. Nannini-B. Wollek
5 Martini Racing	Lancia LC2	P. Barilla-H. Heyer
6. Résidences Malardeau	Lancia LC2	P. Martini-X. Lapeyre, J. C. Andruet
7 New Man-Jost Racing	Porsche 956	H. Pescarolo-K. Ludwig
8 New Man-Jost Racing	Porsche 956	
9 Brun Motorsport GmbH	Porsche 956	W. Brun-L. von Bayern
11 Porsche Kremer Racing	Porsche 956	A. Jones-J.P. Jarier — Schuppan
13 Primagaz	Cougar C02-Ford	V. Courage-A. De Cadenet - M. Dubois
14 GTI Engineering	Porsche 956	J. Palmer-X
16 GTI Engineering	Porsche 956	R. Lloyd-N. Mason
17 Porsche Kremer Racing	Porsche 956	T. Needell-V. Schuppank
20 Team Gaggia Porsche	Porsche 956	M. Sigala-O. Larrauri
21 Charles Ivey Racing	Porsche 956	R. French-C. Bond
23 Secatera	WM P/83	R. Dorchy-X
24 Secatera	WM P/83	J.D. Raulet-X
25 C.A.M.S.	Grid S2-Porsche	D. Wood-J. Cooper
26 Henn's Swap Shop Racing	Porsche 956	A. J. Foyt-P. Henn
29 Sauber Racing Switzerland	Sauber C7-BMW	
30 Schornstein Racing Team	Porsche 956	D. Schornstein-X
31 Viscount Downe/Aston Martin	Aston Martin-Nimrod C2B	R. Mallock-D.Olson
32 Viscount Downe/ Aston Martin	Aston Martin-Nimrod C2B	M. Salmon-J.Sheldon
33 Skoal Bandit Porsche Team	Porsche 956	D.Hobbs-D.Quester-Ph. Streiff
34 Skoal Bandit Porsche Team	Porsche 956	G. Edwards-R.Keegan
36 Richard Cleare	Porsche 935	R. Cleare-X
37 Jean Rondeau	Rondeau 482-Chevrolet	X-X
38 Dorset Racing Associates	Dome RC82-Ford	N.Faure-T.Birchenhough
39 Uchida Dome Racing Team	Dome RC82-Ford	E. Elgh-S. Dickens
42 Cheetah Gatoil Susse	Cheetah-Aston Martin	J.P. Jaussaud-L. Ferrier - L. Kessel
45 Christian Bussi	Rondeau 382-Ford	Ch.Bussi-X
46 Primagaz	Rondeau 382-Ford	P.Yver-X.
47 Obermaier Racing GmbH	Porsche 956	J. Lässig-X.
50 Challenger Communication	Challenger Chevrolet	F. Migault-J.C. Lagniez-Ph. Haezebrouck
55 Team Australia	Porsche 956	P.Brock-L.Perkins
IMSA GTP		
40 Group 44 Jaguar	Jaguar XJR 5	B.Redman-P.Bedart-C1. Ballot Lena
44 Group 44 Jaguar	Jaguar XJR 5	B.Tullius-D.Bundy
61 Henn's Swap Shop Racing	Porsche 962	A.J.Foyt-P.Henn-H.Haywood
62 Pegasus Racing Ltd	March-Buick	K.Madren Jr-M.L.Speer-W.Pickering
IMSA GTX		
63 N.A.R.T.	Ferrari 512	A.Cudini-D.Snobeck
64 Scuderia Supercar Bellancauto	Ferrari 512	X-X
GROUP C2		
67 B.F. Goodrich Company	Lola T616-Mazda	D.Quester-Y.Katayama
68 B.F. Goodrich Company	Lola T616-Mazda	J. Busby-R. Knoop B. Hayje
70 Spice Tiga Racing	Tiga-Ford	N.Grang-G.Spice
74 Scorpion	Arundel/Anson-Ford	J.Weaver-E.Arundel
77 Ecurie Ecosse	Ecosse-Ford	D.Duffield-M.Wilds
79 A.D.A. Engineering	ADA-Ford	I.Harrower-X
83 Jolly Club	Alba-Giannini	A.Coppeli-X
84 Jolly Club	Alba-Giannini	M.Finottio-C.Facetti
85 Hubert Streibig	Sthemo-Mazda	H.Streibig-J.Heuclin
86 Mazdaspeed Co. Ltd	Mazdaspeed	Y. Katayama-Y. Terada-T. Yorino
87 Mazdaspeed Co. Ltd	Mazdaspeed	P.Dieudonné-X
90 Spice Tiga Racing	Tiga-Ford	R.Bellm-X
93 Jean-Philippe Grand	Rondeau 379-Ford	J.Ph.Grand-X
99 JQF Engineering Ltd	Tiga-Ford	R.Baker-F.Duret
GROUP B		
101 Jens Winther	BMW M1	J.Winther-D.Mercer
102 Edgar Dören	BMW M1	E.Dören-W.Mertes-J. Jürgensen
106 Claude Haldi	Porsche 930	Cl. Haldi-X
107 Raymond Boutinaud	Porsche 928	R.Boutinaud-Ph. Renault-G. Guinand
109 Helmut Gall	BMW M1	H. Gall-J.F. Yvon
110 Charles Ivey Racing	Porsche 930	P. Smith-X
114 Michel Lateste	Porsche 930	M.Lateste-M. Bienvault
116 Georg Memminger	Porsche 930	G. Memminger-H. Kuhn-Weiss
IMSA GTO		
120 Stratagraph Inc.	Chevrolet Camaro	B.Hagan-G. Felton
121 Stratagraph Inc.	Chevrolet Camaro	T.Riggins-L. Delano
122 Raymond Touroul	Porsche 911	R.Touroul-P. de Thoisy
123 Equipe Alméras Frères	Porsche 930	J.M. Alméras-J. Alméras
Replacements in the event of scratched entries, in any class, in order:		
John Bartlett (Group C1)	Lola-Ford	J.Bartlett-S. Kempton
A.L.D. (Group C2)	ALD-BMW	L.Descartes-D. Hubert-J.M. Lemerle
Angelot Pallavicini (Group B)	Porsche 930	A. Pallavicini-X

KEN TYRRELL



WHATEVER OTHER FAULTS KEN TYRRELL MAY HAVE, BEING MEALY-MOUTHED IS NOT ONE OF THEM. THE BIG, BLUFF ENGLISHMAN WHO STARTED OUT IN THE LUMBER BUSINESS AND USED TO DRIVE HIS OWN TRUCKS TO AND FROM OBSCURE RACE MEETINGS STRUCK IT RICH IN COLLABORATION WITH JACKIE STEWART. THAT IS NOW MANY YEARS AGO AND, SINCE THEN, KEN HAS FALLEN ON RELATIVELY HARD TIMES: UNCOMPETITIVE CARS, MEAGRE FINANCIAL SUPPORT AND PERHAPS MISGUIDED POLITICS. WE ASKED HIM THE HARDEST KINDS OF QUESTIONS YOU CAN ASK A MAN IN HIS POSITION. HE ANSWERED FIRMLY, COMBATIVELY AND DIPLOMATICALLY. AT THE TOP HE MAY NOT BE; SHREWD HE STILL IS.

interview by Keith Botsford

You said you would win at Zolder. Are you an incorrigible optimist or do you think the public is simply gullible?
Zolder is perhaps one of the places we could have won, but you have to be an optimist to think that if you're running a three-litre normally-aspirated engine.

In a previous Third Degree, Jean Sage said you were Renault's 'Bête Noire'. Why?
I don't know what that means.
You get up his nose.
I have no idea why he would say a thing like that.

You are on record as claiming Martin Brundle is another Jackie Stewart. Did it really take you ten years to find a replacement? Or is that just a gambit to attract sponsors?
You can't really say that any new driver coming into F1, especially one who's come in straight from F3, is going to be another Jackie Stewart. Jackie is one of the greats. Whether or not he's going to be another Jackie Stewart will be more clear at the end of this year, when he's done a full season in F1 racing.

When Bernard Ecclestone announced in 1981 that he had a turbo engine at his disposal, did you feel you had been betrayed?
Why should I? The formula allowed 1 1/2 litre turbo-charged engines or 3 litre normally aspirated engines. Renault had already come in with a 1.5; the writing was on the wall. Why should I feel betrayed?

Because at the time there was a certain FOCA solidarity against the turbos, which might upset the balance in F1.
I think it did upset the balance in F1. I think F1 would be better if it were just 3 litre normally-aspirated.

What did you do this winter to obtain a turbo for your team?
I approached BMW and had discussions with them. They were only prepared to sell to one team and they chose Arrows. The only other turbo-charger available was Brian Hart's and I didn't think Hart was sufficiently well-financed for it to be more successful than a normally-aspirated 3-litre engine, and as I have the best of those, the DFY, I saw no point in going to the expense of using a Hart turbo.

It would seem that you will be the first to have the new Ford turbo. How can so powerful a manufacturer have chosen a team which has been in steady decline for the past ten years?
I don't know if Ford are going to let me have the new turbo. I resent the implication that we are in decline. It is not always easy to get sponsorship, and if you haven't got the right sponsorship, you have to restrict your other activities, developing your car, testing it in wind tunnels, etc. It also restricts the drivers you can get. The important thing for a team manager is to get the sponsorship. You mustn't bleat about it. You have to get up off your arse and go and get it.

Frank Williams once said that when he came into F1 in the early 70's he was scorned by the more privileged teams. By which he meant Lotus and Tyrrell. The wind blows from another quarter today and you are one of the minor teams. How does that feel?
I don't think we are one of the minor teams. Frank Williams was once a wanker. He pulled himself up by his boot-laces and became world champion: that's what motor racing ought to be about the fact that people can do that. It can happen to John Macdonald, what happened to Frank Williams.
But if people can rise, they can also fall.
Yes. I agree we have fallen from the early 70's. When we lost Jackie Stewart, we also lost his obvious replacement, François Cevert. We had to go to two brand-new drivers the following year. At the end of that year, we got less sponsorship than ever before. Now it looks like we've got two very good young drivers. Maybe in 1985 we shall be more successful in finding the right engine and the right money to run the team.

After a 1983 season with wretched results, John Macdonald was still able to find himself a major sponsor. Why did you fail where he succeeded?
I really have no idea. It's obvious we're doing something wrong, but I don't know what it is.

Who pays for your 1984 season? Is it your own money? Or is it FOCA'S "solidarity" money, which in the past kept Ensign going?
I don't know of any fund and I know of no team that has run on FOCA money. I have never heard of it, I don't know that it ever existed and certainly we never contributed to it. As far as I know, Ensign never received any. FOCA aren't putting any money into Tyrrell. To answer your question, it is my own money.

You lost Elf's support last year when you claimed the Renault fuel was illegal. Did you weigh the consequences of what you were saying?
You have to do what you feel is right. I thought water-injection was illegal, I still think it's illegal, but the court has ruled otherwise. So now water-injection is legal. But I wouldn't let a little thing like a major fuel company not agreeing with me stop me. That's not the way I work. It's not in me to do that.

The Tyrrell 012s are generally believed to be light. Is it ever likely that FISA will find them to be under the legal limit?
We have a responsibility to make sure, according to the rules, to make sure our cars are running according to the regulations. We do that.

What is their actual "dry" weight?
At the end of the race at Zolder today, they weighed 564 kilos. The Williams with a turbo was weighed in at 540. With all the four wheels covered in stones. If you took out the stones, the car would be 539. I can't tell you what the actual dry weight is of our car.

What purpose does their water tank serve and how much water does it contain?
It depends on each car, but it holds about three gallons. It is our water-injection system.

The "watering can" that you mounted over the Cosworth in Rio during scrutineering and claimed was a water-injection system? Was that just British humour?
It is a water-injection system.
It just drops water on it.
It doesn't just drop water on it. It injects water into the cylinders. When water is required.

And when is that?
I'm not going to tell you all my bloody secrets. Ask Ferrari how theirs works.

You haven't been on top in ten years. Maurice Philippe, your engineer, has created nothing fabulous since the 72 Lotus. Do you really think you've kept up with the times?
That question can only be answered by our results. We scored more points than Lotus last year and Lotus had a Renault engine. Do you consider Lotus behind the times? If you don't, you really shouldn't be asking me that question. I don't consider we have been falling behind the times. If we had a proper factory-backed turbo-charged engine we should be challenging for the championship.

You would then redesign the car?
I think the present car with a turbo-charged engine would blow off any other car in F1. □

Team Arrows: BMW Powered. Valvoline Protected.

It takes a fast car, a great driver and a superior motor oil to win on the Formula One racing circuit. The Arrows Racing Team chose Mark Surer and Thierry Boutsen as drivers of their new turbocharged, BMW-powered cars. In his challenge for the 1984 world championship, team manager Jackie Oliver chose Valvoline Racing Oil, the one oil he knew would survive the severe heat build-up of Grand Prix competition. You can get this same protection for your car, too, from the full line of quality Valvoline automotive lubricants.

VALVOLINE®
Valvoline Motor Oil
SYMBOL OF QUALITY SINCE 1866.
Tectyl® RUST PREVENTIVES

THE DESERT FOX

Teo Fabi - no. 33 - gets the best of Tom Sneva - no. 4 - but only for two laps... (Photo David Taylor/DPPI)

IN THE MIDDLE OF THE DESERT, A TRACK: A TINY OVAL WHICH IS NOT REALLY OVAL. ARIZONA, WHERE THE GIANT SAGUARO CACTUS GROWS, IS A LEGENDARY LAND WHERE TWO ALUMNI OF FORMULA ONE WERE TO REAP THE REWARDS OF THEIR EFFORTS. FRIENDS AND ASSOCIATES OF BRUCE McLAREN FROM HIS EARLY DAYS, TEDDY MAYER AND TYLER ALEXANDER TOOK DIFFERENT PATHS A YEAR AGO FROM THE ONE FOLLOWED BY RON DENNIS. THEIR TWO MARCH 84C-COSWORTHS WERE VICTORIOUS IN A GRUELING RACE AND TOM SNEVA, WHO WON THE LAST INDIANAPOLIS 500, BECAME THE NEW DESERT FOX.

by Didier Braillon

The state is enormous and forms a nearly perfect square. For Europeans, the appeal of Arizona is the sum of many of its qualities. The name alone never fails to bring to mind the winning of the west, visions of wagon trains struggling across the desert, a sound track punctuated by shots fired from a Winchester. Tumbleweeds blow across barren landscapes, necessary stock shots for any Western. 150 kilometres from Phoenix, Eddie Cheever's home town, Old Tuscon keeps the legend of the wild west alive. In the Howard Hawks film 'El Dorado', John Wayne sobered up Robert Mitchum in the sheriff's office, and many a famous actor pulled the trigger of a six-shooter loaded with blanks. Further to the south, not far from the Mexican border where mustaches adorn desperados living in the shade of sombreros, Tombstone is very much the same as it was a hundred years ago. It was the setting for the famous shootout at the OK corral, and its Boothill cemetery is the resting place for some of last century's more infamous bandits. The tombstones there are worth reading: whether it be "hung by mistake" or "shot in the back by a coward". To the north of the state, past the Indian reservations of Fort Apache and the Navajo-Hopi, the wonderland of Grand Canyon National Park spreads over thousands of acres. At the bottom of the canyon, the Colarado River looks like a mere trickle as it runs slowly towards Las Vegas. There are rapids along the way, usually occupied by huge rubber rafts filled to the brim with thrill-seeking tourists.
To the west of Phoenix lies Phoenix Interna-

Pole position, victory, and the most laps in the lead: a winning weekend for Tom Sneva. (Photo David Taylor/DPPI)

Major changes in the Curb team: Cogan (top) replaces Chandler at the wheel of the Eagle, the latter now drives the Ligier (bottom).

tional Raceway, otherwise known as the "bull-ring" among CART competitors. Only 26 cars can be at the start on this 1,600 metre track; 22 of them will have qualified in timed trials, each one going out individually, and 4 among the non-qualified will be chosen to race at the option of the promoters. Being quick around this oval, with little banking on the corners, is a sort of chess game. Traffic is heavy, and the track is so narrow that getting out of line to overtake is very difficult. The first race on an oval track of the season, the Phoenix 150 Miles had its share of surprises, and the Ligier-Curb team had a few of its own. Its driver, Kevin Cogan, had left to drive an Eagle-Pontiac for Dan Gurney at AAR. A choice which Guy Ligier explained to us at Zolder two weeks later like this:

"This winter, I wanted to sign on Derek Daly. He's an excellent driver, has Formula One experience for road racing and has had a year of experience on oval tracks since he did the 1983 CART season. We had an option on him, but it expired and we hadn't been able to finalize anything. Mike Curb, our American associate, had the choice of the driver and he wanted Kevin Cogan. They work in a different way than we do. A driver isn't signed on just because he's good, there is a large part played within the parameters of friendship and advertising".

In Long Beach, Dany Hindenoch, who is responsible for Ligier-Curb, had said very much the same thing:

"In the United States, winning is not the only goal for a racing team. Showing up with a perfectly painted car, making sure the sponsors' logos are effectively displayed, putting together good promotional events, are all equally important".

JOHN WAYNE SOBERED UP ROBERT MITCHUM IN THE SHERIFF'S OFFICE.

Whatever the case, the major problem with Kevin Cogan is that he never wanted a definite contract with Mike Curb. For Guy Ligier, that was a hard blow:

"Kevin never wanted to sign with us. He wanted to be a sort of free agent, making it possible for him to drive for different teams, and therefore be able to choose the best possible car. Curb accepted that situation, but it's one which creates difficulties for our planning. It's impossible to have a proper programme of development if it isn't based on a continuing relationship with one, and always the same, driver. When they learned in Phoenix that Cogan was going to Gurney, Dany and Jean-Claude Guenard decided to go with Michael Chandler, who was without a drive since he had been driving the Eagle-Pontiac in Long Beach. An excellent driver, as he demonstrated during the race in California."

The night of the Phoenix race, the atmosphere was tense at Ligier-Curb. Too new, the LC02-Cosworth didn't manage to qualify on this oval track it was discovering. Several days later, a rumour reached Europe to the effect that Curb had put in an order for two March 84Cs. Jean-Pierre Paoli, who coordinates Ligier activities at Vichy, flew to Los Angeles, then came back to Belgium the day before the Grand Prix with some reassuring news: Kevin Cogan and the Ligier-Curb team were going to try to qualify for the Indianapolis 500 with the LC02. Afterwards, they would see, but Guy Ligier remains worried:

"For things to work well in CART, I need to go there myself and add my two cents worth. Unfortunately, my work load is so heavy with the Formula One programme that it's practically impossible. Qualifying for Indy goes on for several days, and I can't be outside Europe for long periods of time".

GUY LIGIER: 'FOR THINGS TO WORK WELL IN CART, I NEED TO GO THERE MYSELF AND ADD MY TWO CENTS WORTH.'

Among other Formula One celebrities who had problems were Emerson Fittipaldi and Bruno Giacomelli. The Brasilian champion waited in vain for his pink March 83C-Cosworth from WIT Racing the first day of qualifying, and only got into the race when he was picked on a promoters option. Even worse, it would appear that WIT Racing sent its entry for Indianapolis too late, and the organizers are apparently unwilling to bend the rules. Emerson now needs to find another drive if he wants to take part in the race on May 27th. As for Bruno Giacomelli, Phoenix had nothing but unhappy surprises for him. During qualifying, his Theodore T84-Cosworth showed itself to be the wrong car for the job. He then tried one of last season's T83s but was unable to get a lap in under 26" and decided to drop his attempts at qualifying. The mood was explosive in Teddy Yip's camp, where Bobby Unser's services had been recruited. He is Al Unser's brother, a member of the Unser clan which hails from Albuquerque, New Mexico.

HUGE RUBBER RAFTS FILLED TO THE BRIM WITH THRILL SEEKING TOURISTS.

A veteran of racing for half a century, he gave up competition a few seasons ago; he has 35 victories to his credit and the reputation of being a difficult man. A rumour immediately sprung up and spread like wildfire: with the exception of Bruno Giacomelli and John Barnes, the head mechanic, all the personnel at Theodore Racing was being sacked by the former champion with the military haircut:

"We haven't sacked anybody", was his reply, *"we have just had to do some reorganizing, and certain members of the team have decided not to stay with us. Contrary to what you believe, I have no desire to become a team manager for Teddy. I am*

here only as a consultant, who is working to solve certain problems and teach the proper way of doing things. I am very happy, by the way, with the way Bruno Giacomelli handled this "crisis". I'm convinced he's going to do a great job for us, he's a good little driver..."

IT SEEMS THAT EMERSON HAS TO TRY AND FIND HIM-ANOTHER DRIVE.

23,000 spectators were on hand to watch the race, a record number for this circuit. The seating arrangements are far from comfortable, and access to the "bull-ring" includes winding your way around fields of giant cacti, which while being the delight of photographers are also resting places of choice for rattlesnakes. It was 30 degrees Celsius in the shade - if you could find any - and the hot desert wind kicked up the red dust in miniature sandstorms. At the end of the day it was local hero Tom Sneva who won the race. He finished 24 seconds ahead of his team-mate at Mayer Motor Racing, Howdy Holmes, and is now leading the championship:

"I still can't get over it. I won so easily, it was unsettling. You can be sure of one thing, all of the races aren't going to be this easy. Too bad..."

The man with the glasses took over first place from Teo Fabi on the third lap, then relinquished it to Mario Andretti's Lola when he went in for a pit stop to refuel on the 70th lap. It was not a lead which was to stay with the Long Beach winner, however, who was overcome by problems which began when he got dangerously low on fuel and ended definitively with a ruptured axle shaft. That put the tiny Howdy Holmes into second place, his best finish in Formula "Indy" to date:

"It's really pleasant to drive for people who believe in you. I had more fun here today than I can remember having in the past three years".

A nice compliment for a team which, despite the many years of experience of the people running it, is still cutting its teeth.

BOBBY UNSER: 'I'M CONVINCED BRUNO GIACOMELLI IS GOING TO DO A GREAT JOB. HE'S A GOOD LITTLE DRIVER.'

NATIONAL CHAMPIONS (1902-1983)

1902 Harry Harkness - **1903** Barney Oldfield - **1904** George Heath - **1905** Victor Hemery - **1906** Joe Tracy - **1907** Eddie Bald - **1908** Louis Strang - **1909** George Robertson - **1910** Ray Harroun - **1911** Ralph Mulford - **1912** Ralph DePalma - **1913** Earl Cooper - **1914** Ralph DePalma - **1915** Earl Cooper - **1916** Dario Resta - **1917** Earl Cooper - **1918** Ralph Mulford - **1919** Howard Wilcox - **1920** Gaston Chevrolet - **1921** Thomas Milton - **1922** James Murphy - **1923** Eddie Hearne - **1924** James Murphy - **1925** Peter DePaolo - **1926** Harry Hartz - **1927** Peter DePaolo - **1928** Louis Meyer - **1929** Louis Meyer - **1930** Billy Arnold - **1931** Louis Schneider - **1932** Bob Carey - **1933** Louis Meyer - **1934** Bill Cummings - **1935** Kelly Petillo - **1936** Mauri Rose - **1937** Wilbur Shaw - **1938** Floyd Roberts - **1939** Wilbur Shaw - **1940** Rex Mays - **1941** Rex Mays - **1946** Ted Horn - **1947** Ted Horn - **1948** Ted Horn - **1949** Johnnie Parsons - **1950** Henry Banks - **1951** Tony Bettenhausen Sr. - **1952** Chuck Stevenson - **1953** Sam Hanks - **1954** Jimmy Bryan - **1955** Bob Sweikert - **1956** Jimmy Bryan - **1957** Jimmy Bryan - **1958** Tony Bettenhausen Sr. - **1959** Rodger Ward - **1960** A.J. Foyt - **1961** A.J. Foyt - **1962** Rodger Ward - **1963** A.J. Foyt - **1964** A.J. Foyt - **1965** Mario Andretti - **1966** Mario Andretti - **1967** A.J. Foyt - **1968** Bobby Unser - **1969** Mario Andretti - **1970** Al Unser Sr. - **1971** Joe Leonard - **1972** Joe Leonard - **1973** Roger McCluskey - **1974** Bobby Unser - **1975** A.J. Foyt - **1976** Gordon Johncock - **1977** Tom Sneva - **1978** Tom Sneva - **1979** Rick Mears (CART) - A.J. Foyt (USAC) - **1980** Johnny Rutherford - **1981** Rick Mears - **1982** Rick Mears - **1983** Al Unser Sr.

TOTAL NUMBER OF VICTORIES PER DRIVER (1902-1983)

A.J. Foyt **67;** Al Unser Sr. **37;** Mario Andretti **36;** Bobby Unser **35;** Ralph DePalma **27;** Rodger Ward **26;** Johnny Rutherford **25;** Gordon Johncock **25;** Tommy Milton **23;** Tony Bettenhausen Sr. **21 1/2;** Fred Cooper **20;** Ralph Mulford **19;** Jimmy Bryan **19;** Jimmy Murphy **18;** Rick Mears **18;** Louis Chevrolet **11;** Eddie Hearne **11;** Johnnie Parsons Sr. **11;** Tom Sneva **10;** Dario Resta **10;** Peter DePaolo **10;** Frank Lockhart **9;** Louis Meyer **8;** Rex Mays **8;** Eddie Sachs **8;** Eddie Rickenbacker **7;** Harry Hartz **7;** Johnny Thomson **7;** Lloyd Ruby **7;** Dan Gurney **7;** Bob Burman **6;** Johnny Aitken **6;** Dave Lewis **6;** Roscoe Sarles **6;** Wilbur Shaw **6;** Bill Cummings **6;** Don Branson **6;** Parnelli Jones **6;** Joe Leonard **6;** Danny Ongais **6;** Mauri Rose **5 1/2;** Eddie Pullen **5;** Frank Elliott **5;** Bennett Hill **5;** Ted Horn **5;** Jud Larson **5;** Jim McElreath **5;** Roger McCluskey **5;** Wally Dallenbach **5;** Mike Mosley **5;** Ray Harroun **4;** Hughie Hughes **4;** Leon Duray **4;** Ray Keech **4;** Shorty Cantlon **4;** Kelly Petillo **4;** Billy Winn **4;** Al Rodgers **4;** Jack McGrath **4;** Chuck Stevenson **4;** **Bill Vukovich Sr. 4;** Sam Hanks **4;** Bob Sweikert **4;** Jim Hurtubise **4;** Gary Bettenhausen **4;** Teo Fabi **4;** Myron Fohr **3 1/2;** Bert Dingley **3;** Louis Disbrow **3;** William Endicott **3;** Charles Merz **3;** Teddy Tetzlaff **3;** Gil Anderson **3;** Eddie O'Donnell **3;** Cliff Durant **3;** Billy Arnold **3;** Bill Holland **3;** Jimmy Davies **3;** Pat Flaherty **3;** Jim Rathman **3;** Goerge Amick **3;** Len Sutton **3;** Mark Donohue **3;** Bobby Rahal **3;** Howard Wilcox **2 2/1;** Gaston Chevrolet **2 2/1;** George Robertson **2;** Harry Grant **2;** Joe Dawson **2;** Ton Kincaid **2;** Harvey Herrick **2;** Barney Oldfield **2;** Tom Alley **2;** Joe Boyer **2;** Ira P. Fetterman **2;** Pietro Bordino **2;** Joe Thomas **2;** Harlan Fengler **2;** Bob McDonough **2;** Babe Stapp **2;** Cliff Woodbury **2;** Lou Moore **2;** Bob Carey **2;** Louis Unser **2;** Lee Wallard **2;** Mel Hansen **2;** Paul Russo **2;** Walt Faulkner **2;** Troy Ruttman **2;** Manuel Ayulo **2;** Pat O'Connor **2;** Jimmy Clark **2;** Art Pollard **2;** Howard Covey **1;** Charles Arnold **1;** Joe Matson **1;** Eaton McMillian **1;** Harris Hanshue **1;** Louis Strang **1;** Leigh Lynch **1;** William Knipper **1;** Frank Lescault **1;** William Sharp **1;** Arthur See **1;** Jack Flemming **1;** Joe Nikrent **1;** Herb Lytle **1;** Dave Buck **1;** Al Livingstone **1;** Frank Gelnaw **1;** Charles Bigelow **1;** Don Herr **1;** Len Zengle **1;** John Jenkins **1;** Erwin Bergdoll **1;** Bruce Keene **1;** Louis Nikrent **1;** David Bruce Brown **1;** George Joermann **1;** Spencer Wishart **1;** Mortimer Roberts **1;** George Hill **1;** Billy Carlson **1;** Jules Goux **1;** Floyd Roberts **1;** Jimmy Snyder **1;** George Robson **1;** George Connor **2; 1;** Walt Ader **1;** Charles Van Acker **1;** Emil Andres **1;** Walt Brown **1;** Johnny Mantz **1;** Fred Agbashian **1;** Henry Banks **1;** Duke Dinsmore **1;** Mike Nazaruk **1;** Bill Schindler **1;** George Hammond **1;** Bobby Ball **1;** Keith Andrews **1;** Bob Finney **1;** Elmer George **1;** W.E. Ferguson **1;** Billy Chandler **1;** Rene Thomas **1;** Grover Ruckstell **1;** William Taylor **1;** Reeves Dutten **1;** Ira Vail **1;** Pete Henderson **1;** Art Klein **1;** Phil Shafer **1;** Earl DeVore **1;** Norman Batten **1;** Fred Comer **1;** George Souders **1;** Lou Schneider **2;** Jimmy Gleason **1;** Fred Frame **1;** Stubby Stubblefied **1;** Tazio Nuvolari **1;** Bernd Rosemeyer **1;** Art Bisch **1;** Van Johnson **1;** Jim Packard **1;** Bobby Grim **1;** Bobby Marshman **1;** Graham Hill **1;** Bud Tingelstad **1;** Dick Atkins **1;** Wes Vandervoort **1;** Ronnie Bucknum **1;** George Follmer **1;** Peter Revson **1;** Swede Savage **1;** Bill Vukovich Jr. **1;** Pancho Carter **1;** Hector Rebaque **1;** John Paul Jr. **1;** Lora L. Corum **1/2;** Floyd Davis **1/2.**

Chosen on a promoters' option at the end of qualifying, Emerson Fittipaldi had an honourable finish in his first oval race. He won the prize as the best rookie. (Photo David Taylor/DPPI)

The season is off to a slow start for Al Unser Sr., the current CART champion. Two races, two retirements. (Photo David Taylor/DPPI)

PHOENIX 150 MILES

Second stage in Championship Auto Racing Team (CART) 1984.
Official Designation: Dana 150.
Date: April 15, 1984.
Distance: 150 laps on a 1.609 km circuit (1 mile), or 241.35 km (150 miles).
Weather: Hot and sunny, windy and dusty all weekend.
Attendance: (estimated) 23,000.

STARTING GRID

4. Tom Sneva
March 84C-Cosworth
24''070

3. Mario Andretti
Lola T800-Cosworth
24''180

7. Al Unser Jr
March 84C-Cosworth
24''675

99. Michael Andretti
March 84C-Cosworth
24''781

17. Derek Daly
March 84C-Cosworth
24''924

20. Gordon Johncock
March 84C-Cosworth
25''104

72. Chris Kneifel
Primus 84-Cosworth
25''159

22. Dick Simon
March 84C-Cosworth
25''399

88. Kevin Cogan
Eagle 84-Pontiac
25''503

30. Danny Sullivan
Shierson DSR1
4C-Cosworth
25''610

18. Geoff Brabham
March 84C-Cosworth
25''832

21. A1 Holbert
March 84C-Cosworth
26''147(*)

11. Pete Halsmer
Penske PC10-Cosworth
26''297 (*)

33. Teo Fabi
March 84C-Cosworth
24''127

41. Howdy Holmes
March 84C-Cosworth
24''656

5. Bobby Rahal
March 84C-Cosworth
24''715

6. Rick Mears
Penske PC12-Cosworth
24''803

9. Roberto Guerrero
March 84C-Cosworth
24''954

40. Chip Ganassi
Wildcat PR9B-Cosworth
25''150

1. A1 Unser Sr
Penske PC12-Cosworth
25''188

76. Jacques Villeneuve
March 83C-Cosworth
25''423

25. Danny Ongais
March 84C-Cosworth
25''529

16. Tony Bettenhausen
March 84C-Cosworth
25''617

70. Roger Mears
March 84C-Cosworth
25''852

47. Emerson Fittipaldi
March 83C-Cosworth
26''188 (*)

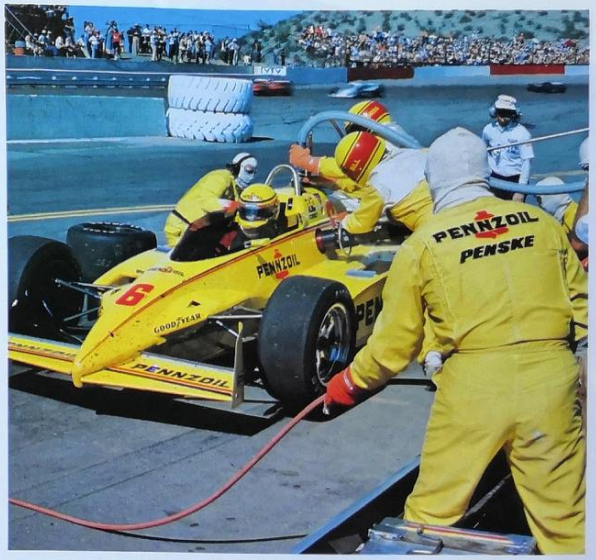
59. Johnny Parsons Jr
Penske PC10-Cosworth
26''375 (*)

(*) on promoters' options

Not qualified:

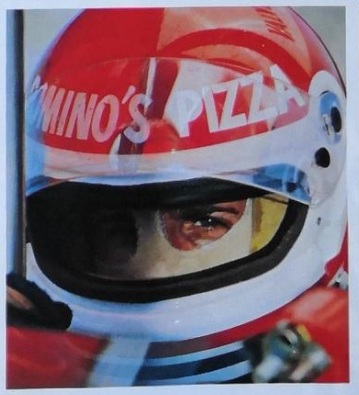
56. Steve Chassey/Eagle 82-Chevrolet, 26.149
8. John Paul Jr/Penske PC10-Cosworth, 26.380
98. Michael Chandler/Ligier LCD2-Cosworth, 26.582
55. Josele Garza/Penske PC10-Cosworth, 26.911
31. Dick Ferguson/Eagle 83-Cosworth, 28.030
45. Jim McElreath/Eagle 83-Chevrolet, 29.199
36. Chuck Ciprich/March 83C-Cosworth, 29.837
27. Bill Alsup/March 83C-Cosworth, no qualifying times
64. Ed Pimm/March 83C-Chevrolet, no qualifying times
44. Bruno Giacomelli/Theodore T84-Cosworth, no qualifying times

Race Leaders: 1st and 2nd laps: Teo Fabi
3rd to 79th laps: Tom Sneva
80th to 86th laps: Mario Andretti
87th to 150th laps: Tom Sneva



RESULTS

1.	**Tom Sneva/March 84C-Cosworth, 150 laps, or 241.350km (150 miles) in 1 h 14'23'' 420, average 193,972 km/h (120.555 mph).**		
2.	**Howdy Holmes**	**March 84C-Cosworth**	**24''800**
3.	**Michael Andretti**	**March 84C-Cosworth**	**149 laps**
4.	**Dick Simon**	**March 84C-Cosworth**	**148 laps**
5.	**Danny Ongais**	**March 84C-Cosworth**	**148 laps**
6.	**Danny Sullivan**	**Shierson DSR1 4C-Cosworth**	**146 laps**
7.	**Bobby Rahal**	**March 84C-Cosworth**	**146 laps**
8.	**Kevin Cogan**	**Eagle 84-Pontiac**	**145 laps**
9.	**Chris Kneifel**	**Primus 84-Cosworth**	**145 laps**
10.	**Gordon Johncock**	**March 84C-Cosworth**	**145 laps**
11.	**Chip Ganassi**	**Wildcat PR9B-Cosworth**	**144 laps**
12.	**Emerson Fittipaldi**	**March 83C-Cosworth**	**143 laps**
13.	**Jacques Villeneuve**	**March 83C-Cosworth**	**143 laps**
14.	**Peter Halsmer**	**Penske PC10-Cosworth**	**142 laps**
15.	**Derek Daly**	**March 84C-Cosworth**	**138 laps**
16.	**Geoff Brabham**	**March 84C-Cosworth**	**137 laps**
17.	**Johnny Parsons Jr**	**Penske PC10-Cosworth**	**129 laps**
18.	Rick Mears	Penske PC12-Cosworth	114 laps/retired, vibrations
19.	Teo Fabi	March 84C-Cosworth	96 laps/retired, engine
20	Mario Andretti	Lola T800-Cosworth	88 laps/retired, cv joint
21.	Al Unser Sr	Penske PC12-Cosworth	87 laps/retired, engine
22.	Tony Bettenhausen	March 84C-Cosworth	71 laps/retired, blown engine
23.	Al Holbert	March 84c-Cosworth	69 laps/retired, blown engine
24.	Roberto Guerrero	March 84C-Cosworth	33 laps/retired, accelerator cable
25.	Al Unser Jr	March 84C-Cosworth	11 laps/retired, accident
26.	Roger Mears	March 83C-Cosworth	10 laps/retired, accident



CART CHAMPIONSHIP POINTS AFTER TWO RACES:

1.	Tom Sneva	36
2.	Mario Andretti	22
3.	Michael Andretti	17
4.	Geoff Brabham	16
—	Howdy Holmes	16
6.	Jim Crawford	12
—	Dick Simon	12
8.	Emerson Fittipaldi	11
9.	Danny Ongais	10
10.	Jacques Villeneuve	8
—	Danny Sullivan	8
12.	Derek Daly	6
—	Bobby Rahal	6
14.	Kevin Cogan	5
—	Peter Halsmer	5
—	Gordon Johncock	5
17.	Chris Kneifel	4
—	John Morton	4
19.	Chip Ganassi	2
20.	Ed Pimm	1

THE STAKES

AFTER TWO GRANDS PRIX IN RIO AND KYALAMI, THE McLAREN-TAGS WERE ON A PEDESTAL. IT LOOKED IMPOSSIBLE TO PULL THEM OFF. WHEN THE EUROPEAN SEASON STARTED, THE ALTERNATIVES WERE SIMPLE: EITHER THE RED-AND-WHITE BRITS RAN OFF WITH IT OR SOME OF THEIR CLOSER RIVALS SOWED SOME DOUBTS AT THE TOP. THE BELGIANS WERE UNDERSTANDABLY CURIOUS AS TO WHICH OF THE TWO. AT IMOLA, THEY THINK FERRARI, BUT GOT A SORT OF ANSWER.

by Didier Braillon

Winning in F1. means getting your fuel right, right down to the last little centilitre. The driver's fate is no longer just in his own hands. (photo Bernard Asset)

It is useful to have certainties in life, and especially so in Formula One. Take Rosberg's qualifying round, for instance, when he was on his second set of tyres during Saturday's final session. You could be sure that the Finnish driver was going to send some shivers up your spine. Keke braked incredibly late at the first chicane, sending the Williams ricocheting from side to side of the track, finally kicking up a small dust storm on the far right side. Artful driving.

Another example : the life-sustaining pasta eaten by members of the Scuderia during qualifying, inside the Ferrari tent. There are times when this modest dish takes on a very special flavour. At Zolder for instance, after Alboreto and Arnoux had soundly taken over the first line of the grid. Since the start of the season, the Ferraris had been unusually discreet, absent somehow. Coming a week before Imola, their return to power could not have been better timed, and put smiles on the faces of the Italian journalists. One of them was proclaiming that since Ascari, at least, no Italian driver had won a pole position at the wheel of an Italian car. When challenged with the names Alfa Romeo, Giacomelli and De Cesaris, the Italian had this dreadful answer : "Alfa, it's not the same."

The hero of the day, Alboreto, kept a cool head : *To be on the front line, that's a definite advantage here. Overtaking isn't easy, and fuel consumption is going to play a very important role. You don't use as much fuel in front as you do when you're in the middle of the field*". Only the cleverest of men would have known Friday night to put money on the probability of a first row done all in red.

The fact of the matter is that Alboreto and Arnoux gained 3"5 and 2"26, respectively, between their first and second qualifying sessions. "*We made mistakes Friday in our aerodynamic tuning*" continued Alboreto. "*We weren't able to get our front and rear tyres to the right temperature at the same time. But we also knew that the cars were performing far better than in either Rio or Kyalami*". Alboreto, it should be mentioned, was on 3.8 turbo pressure when he clinched the pole position, which explains a few things. Derek Warwick, who was fastest during Friday's qualifying, was philosophical about losing pole position : "*Three Michelins were fastest yesterday, three Goodyears are fastest today, I don't think qualifying should be given too much importance. Wait for the race...*" Apparently Ferraris' forward leap was giving the Renault driver cause to ponder. As for himself, he was hampered by Palmer at the chicane when he thought he'd be on one of his fastest laps. The Brabhams broke five engines in two days, as well as encountering some minor mechanical problems. Tambay was plagued by a stream of irritating setbacks. Prost and Lauda found it impossible to put up a fight, Alain because of electrical problems, Niki with a broken gearbox which kept him off the track until the final quarter hour of qualifying. Problems too for Alliot who, having broken his engine, was forced to borrow Palmer's car. The Frenchman got in one lap with that before a broken turbo sent him back into the pits. The Belgian Grand Prix will take place without him.

SATURDAY : FERRARI

Michele Alboreto is a man of many talents, journalism, however, is not one of his stronger points. Yes, he is pleased to have won, yes, the team has done overtime since Kyalami, no, there were no serious problems during the race. Not terribly original. But what more was there to tell? His was the perfect victory, a dream of a start and out on his own the entire 70 laps. His advantage was such that half way he was able to change all four tyres without losing the lead. The Scuderia's latest recruit had just one hitch, coming briefly off the track in the left hander after the pits: "*my rear tyres were finished, but I made it to the pit stop just in time*". Winning drivers have little to report, to be sure; the question is, how is it that Ferrari, completely outclassed at Kyalami, suddenly, and in the space of a few days, find themselves at the top? They had not, after all, distinguished themselves during tests at Imola.

Clearly it was better to have Goodyears than Michelins at Zolder. Five out of the first six used the American tyres, which makes it hard to distinguish who made the most progress, Goodyear or Ferrari. Alboreto and Arnoux did not use the same tyre casings, which is why René in 3rd place behind Alboreto and Warwick on the first lap, stayed constantly behind until his early tyre change on the 25th lap. Rejoining the race in 13th place, he managed to make up lost time towards the end of the race, overtaking Rosberg, Bellof and de Angelis on the same curve.

Only his spin at the end of the race prevented him from taking second place from Warwick. Arnoux had to content himself with 3rd Place and the best lap time.

Rosberg also added a little life to the race. Finding himself in 21st place at the end of the first lap due to his catastrophic start, the Finn, with his own unique attracking style, steadily climbed to third place until he fell victim to fuel shortage on the final lap. Keke blamed a malfunctioning fuel gauge, which is quite plausible in the light of the fact that his best lap was towards the end of the race. Clearly, he did not expect to run out of fuel.

McLaren's fine start to the season left them rather disappointed by their defeat at Zolder. But if Lauda remained anonymous, Prost looked likely to finish 2nd or 3rd, 2nd rather than 3rd, but electrical problems stopped him on the 5th lap. Warwick was first amongst the Michelins and earned some precious points at the end of an uneventful race. His obvious satisfaction contrasted sharply with his team-mate Tambay who had encountered various problems. Zolder, he admitted, was probably the worst Grand Prix of his entire career. Finally, let us mention Winkelhock who was again let down by his ATS, and Bellof who put in a superb performance, struggling alongside Arnoux, Rosberg and de Angelis before stopping for water and the required ballast on the 61st lap. Who said Germany was looking for new talent?

SUNDAY : DITTO...

Stefan Bellof (photo DPPI)

CLEVER BATHTUB

I MADE A MISTAKE. IT WAS IN THAT VERY LONG RIGHT HANDER WHICH COMES AFTER THE LEFT AT THE END OF THE STRAIGHT. I WAS FIGHTING IT out in a very hot little group. Patrick Tambay and de Cesaris were in front of me, my team-mate Martin Brundle was behind me. I came out of the line slightly, put two wheels into the dirt and spun."

His Rothmans overalls soaked with sweat, Stefan Bellof takes long gulps out of a bottle of water. He is rather pleased with himself. The normally aspirated Tyrrell-Cosworth did not win at Zolder, as a certain tall and toothy British constructor had predicted, but at least Germany's prodigal son has marked a point. His first point.

The sidestep on the 20th lap had no serious consequences. Carrying on the battle which pitted him constantly against his alter ego, Brundle, Stefan lost no time in getting back in front:

"I overtook Martin when we braked after the pits. On the inside, without any sloppiness."

That was on the 23rd lap, and the feat struck him as being such a natural one that he wasn't able to recount the battle without a hint of derision at the ease of it all. And yet there is no arrogance in this bodyworker's son whose career is being so closely monitored by the rotund Willi Maurer. Trained in the ranks of Formula 2, then in Endurance with the Porsche works team, Stefan was not especially impressed at having held his own amongst a field of turbo-powered cars. No small feat, however, to fight with unequal weapons against the likes of Mansell, Ghinzani, Tambay, Fabi and de Cesaris, Even with a light car that carries only 183 litres of fuel off the starting line, the maximum its fuel tank will hold. His long tussle with de Angelis left another sort of impression, and the aftertaste is curiously sour:

"It was bad luck to come up against the Lotus-Renault. I was biting off more than I could chew. I would come up to him each time when we braked but in accelerating and in the straights he was too much." Normally aspirated against turbo, common sense suggests one need say no more. But the young German was insistent: *"Nothing doing to get him. I had been chasing him since the 36th lap. We were like an accordion, according to the traffic. Sometimes only a few tenths of a second between us, other times four or five seconds. I had outside interference on a few occasions, but the worst came from Johnathan Palmer. His RAM was incredibly slow in the first chicane, and I was glued to him. He hesitated several times before choosing a line, and it's a miracle that I was able to get past him on the inside without losing too much time. But Elio's slipstream was lost."*

It's true that Palmer didn't make any new friends at Zolder, whether in qualifying — ask Derek Warwick — or in the race. But by the time the Tyrrell made a pit stop on the 60th lap, it was close enough to be a threat to the Lotus. A curious pit stop, too, hardly longer than eight seconds. The water tanks needed filling, that was all. *"You know, the water that's used to spray the engine"* says Bellof later, laughing. The black car with bull-shaped stickers never even changed tyres:

"We had Cs on the left and Ds on the right, like all the Goodyear cars with the exception of Rosberg, Laffite and Mansell. They don't get worn. They were like new."

Sometimes referred to as 'bathtubs" because of the design of their cockpit which sits unusually low, thus making it possible to admire the drivers' handiwork, the Tyrrell 012s have the definite advantage of allowing for the growth of budding young drivers. Even if he emerged frustrated from the Belgian Grand Prix, Stefan Bellof had a good time. The sparkle in his eyes showed that much.

Didier Braillon

THE WARRIOR RETURNS

A SUDDEN BURST OF ENERGY, THEN HE IS STILL. HE DISAPPEARS INTO THE SHADOWS OF THE ATS GARAGE. A CIGARETTE DIES A SLOW DEATH between his fingers; he takes only occasional puffs with the awkwardness of an adolescent. His head is covered with thick blond hair, reminiscent of Derek Bell, and his Germanic features have a touch of the cowboy in them. He reminds me of a certain sort of kid when I was in school, the loners, the survivors. Manfred Winkelhock is a curious sort of man. Underestimated, overlooked by a majority of the press, yet very endearing. Flash-back. Sitting on the third row of the starting grid, the black and yellow ATS-BMW doesn't fail to take advantage of Keke Rosberg's fumble. At the first lap, it has taken over fourth position. Ahead of it, only Michele Alboreto, Derek Warwick and René Arnoux. For 22 laps, before capitulating to Nelson Piquet's attacking Brabham-BMW, so troubled during qualifying, Manfred maintains his spot immediately behind the second Ferrari. There is amazement in the pits. His qualifying times had been generally considered to be a happy accident. Good qualifying tyres, lots of turbo boost, a clear round, and a certain indispensable touch of madness. As for his second fastest time in the morning warm-up, with the conventional D6 spare, it was dismissed with a shrug. An attempt by Gunter Schmid to create a stir, using very soft compounds and an empty fuel tank. They who were so quick to laugh were wrong, while Manfred the warrior dealt with other problems in the narrow carbon-fibre coque of his car:

"The brakes were hell. We were using bigger discs and special calipers for the race. I hadn't been able to test them since the turbo had broken almost immediately when we went out for the morning warm-up. After 10 laps, I was getting some fading and the pedal was getting harder and harder. I had to press so hard I thought my leg muscles were going to seize up. But I was easily keeping up with Arnoux. The rest of it was O.K., with the exception of some understeering in the fast bits..."

And without the brake problems? Manfred sweeps the air with a vague gesture of the hand. Which, in spoken German, is a confirmation that the Ferrari would have been a piece of cake for him. Instead, the opposite happened. From the 22nd to the 34th lap, when he made a pit stop for new tyres, he was overtaken constantly. First by Nelson Piquet who did it with some late braking, then by Keke Rosberg, Eddie Cheever and finally, Elio de Angelis. From the edge of the track, it would have been easy to blame this long, downward slide on tyres. A mistake: *"I was on Pirelli 14/74, which are hard compounds."* He takes that back. *"No, not really hard, a little soft in fact. The 14/74, is an intermediate tyre, between the soft 05s and the hard 010s made by Michelin. They were great. At the 34th lap, I put the same ones on again. 5 laps later, the engine stopped. No doubt it was an electrical failure."* Yet again, the warrior had been unable to fight his heroic campaign to the end. Adversity, unfortunately, must be tackled with reliable machines as well as courage.

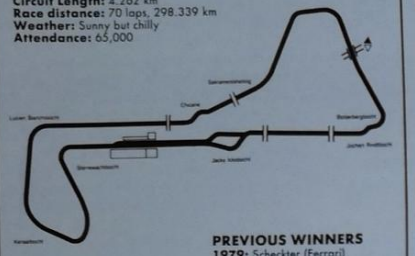
Didier Braillon

Manfred Winkelhock (photo B. Asset)

STATISTICS

BELGIAN GRAND PRIX

Date: 29th april 1984
Circuit: Zolder
Circuit Length: 4.262 km
Race distance: 70 laps, 298.339 km
Weather: Sunny but chilly
Attendance: 65,000



PREVIOUS WINNERS

1979: Scheckter (Ferrari)
1980: Pironi (Ligier-Ford)
1981: Reutemann (Williams-Ford)
1982: Watson (McLaren-Ford)
1983: Prost (Renault)

THEIR FASTEST RACE LAPS

ARNOUX	1'19"294	(64)
ROSBERG	1'20"527	(62)
ALBORETO	1'20"727	(20)
WARWICK	1'21"245	(13)
PIQUET	1'21"450	(12)
BELLOF	1'21"650	(27)
CHEEVER	1'21"703	(28)
WINKELHOCK	1'21"754	(05)
FABI	1'21"812	(40)
LAUDA	1'21"853	(12)
DE ANGELIS	1'22"115	(11)
TAMBAY	1'22"298	(54)
BRUNDLE	1'22"324	(10)
DE CESARIS	1'22"327	(28)
MANSELL	1'22"374	(09)
BOUTSEN	1'22"560	(13)
SENNA	1'22"633	(58)
PROST	1'22"879	(04)
GHINZANI	1'23"096	(10)
LAFFITE	1'23"164	(10)
SURER	1'23"813	(15)
HESNAULT	1'23"945	(15)
PATRESE	1'24"430	(02)
BALDI	1'25"564	(11)
PALMER	1'25"973	(09)
CECOTTO	3'28"744	(01)

STARTING GRID

ALBORETO
Ferrari 126 C4
1'14"846

ROSBERG
Williams FW09-Honda
1'15"414

DE ANGELIS
Lotus 95T-Renault
1'15"979

PATRESE
Alfa Romeo 184T
1'16"431

PIQUET (1)
Brabham BT53-BMW
1'16"604

CHEEVER
Alfa Romeo 184T
1'16"746

DE CESARIS
Ligier JS23-Renault
1'17"471

LAFFITE
Williams FW09-Honda
1'18"125

BOUTSEN
Arrows A7-BMW
1'18"351

SENNA
Toleman TG183B-Hart
1'18"876

BELLOF
Tyrrell 012-Ford
1'19"811

HESNAULT (1)
Ligier JS23-Renault
1'20"439

BALDI
Spirit 101B-Hart
1'20"644

ARNOUX
Ferrari 126 C4
1'15"398

WARWICK
Renault RE50
1'15"611

WINKELHOCK
ATS D7-BMW
1'16"130

PROST (1)
McLaren MP4/2-TAG
1'16"587

MANSELL
1'16"720
Lotus 95T-Renault

TAMBAY
Renault RE50
1'17"171

LAUDA
McLaren MP4/2-TAG
1'18"071

CECOTTO
Toleman TG183B-Hart
1'18"321

FABI
Brabham BT53-BMW
1'18"848

GHINZANI
Osella FA1F-Alfa
1'19"734

BRUNDLE
Tyrrell 012-Ford
1'20"123

SURER (1)
Arrows A6-Ford
1'20"615

PALMER
RAM 02-Hart
1'20"793

(1) denotes drivers who obtained their best practice time during the first qualifying session.

OFFICIAL QUALIFYING TIMES

	Untimed practice 1	Timed practice 2	Untimed practice 2	Timed practice 2	Warm-up Sunday
1. PIQUET	1'18"041	1'16"604	1'17"273	1'24"286	1'20"644
2. FABI	1'18"573	1'20"193	1'21"982	1'18"848	1'20"608
3. BRUNDLE	1'20"831	1'20"527	1'20"968	1'20"123	1'20"617
4. BELLOF	1'20"345	1'21"003	1'19"716	1'19"811	1'20"407
5. LAFFITE	1'23"694	1'19"230	1'20"792	1'18"125	1'22"272
6. ROSBERG	1'21"748	1'18"617	1'16"344	1'15"414	1'31"361
7. PROST	1'17"374	1'16"587	1'19"214	1'16"595	1'18"835
8. LAUDA	1'18"245	1'18"831	1'19"779	1'18"071	1'18"803
9. ALLIOT	1'23"173	1'21"253	1'21"583	1'44"990	
10. PALMER	1'44"569	1'25"647	1'21"324	1'20"793	1'26"175
11. DE ANGELIS	1'17"056	1'17"705	1'18"379	1'15"979	1'20"217
12. MANSELL	1'18"572	1'17"433	1'20"405	1'16"720	1'19"740
14. WINKELHOCK	1'20"595	1'18"048	1'17"479	1'16"130	1'18"700
15. TAMBAY	1'19"618	1'18"753	1'18"163	1'17"171	1'20"825
16. WARWICK	1'19"193	1'16"311	1'18"158	1'15"611	1'19"739
17. SURER	1'21"553	1'20"615	1'22"158	1'21"088	1'24"051
18. BOUTSEN	1'19"300	1'19"164	1'18"869	1'18"351	1'27"705
19. SENNA	1'19"638	1'18"914	1'19"044	1'18"876	1'21"282
20. CECOTTO	1'20"638	1'19"537	1'21"917	1'18"321	1'23"212
21. BALDI	1'21"165	1'23"462	1'21"009	1'20"644	1'23"670
22. PATRESE	1'19"023	1'18"052	1'19"409	1'16"431	1'20"868
23. CHEEVER	1'18"174	1'18"401	1'18"950	1'16"746	1'21"729
24. GHINZANI	1'22"171	1'21"432	1'19"890	1'19"734	1'23"908
25. HESNAULT	1'19"710	1'20"439	1'20"212	1'21"493	1'23"471
26. DE CESARIS	1'20"226	1'18"239	1'17"754	1'17"471	1'21"084
27. ALBORETO	1'19"994	1'18"369	1'16"968	1'14"846	1'17"765
28. ARNOUX	1'19"266	1'18"017	1'18"472	1'15"398	1'19"790

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

1. McLaren, 24 pts; 2. Ferrari, 13 pts; 3. Renault, 11 pts; 4. Williams, 10 pts; 5. Alfa Romeo and Lotus, 6 pts; 7. Tyrrell, 3 pts; 8. Ligier, 2 pts; 9. Toleman 1 pt.

RESULTS

1. Alboreto/Ferrari 126 C4, 70 laps, or 298.339 km, in 1 h 36'32"048 average speed of 185.430 km/h.

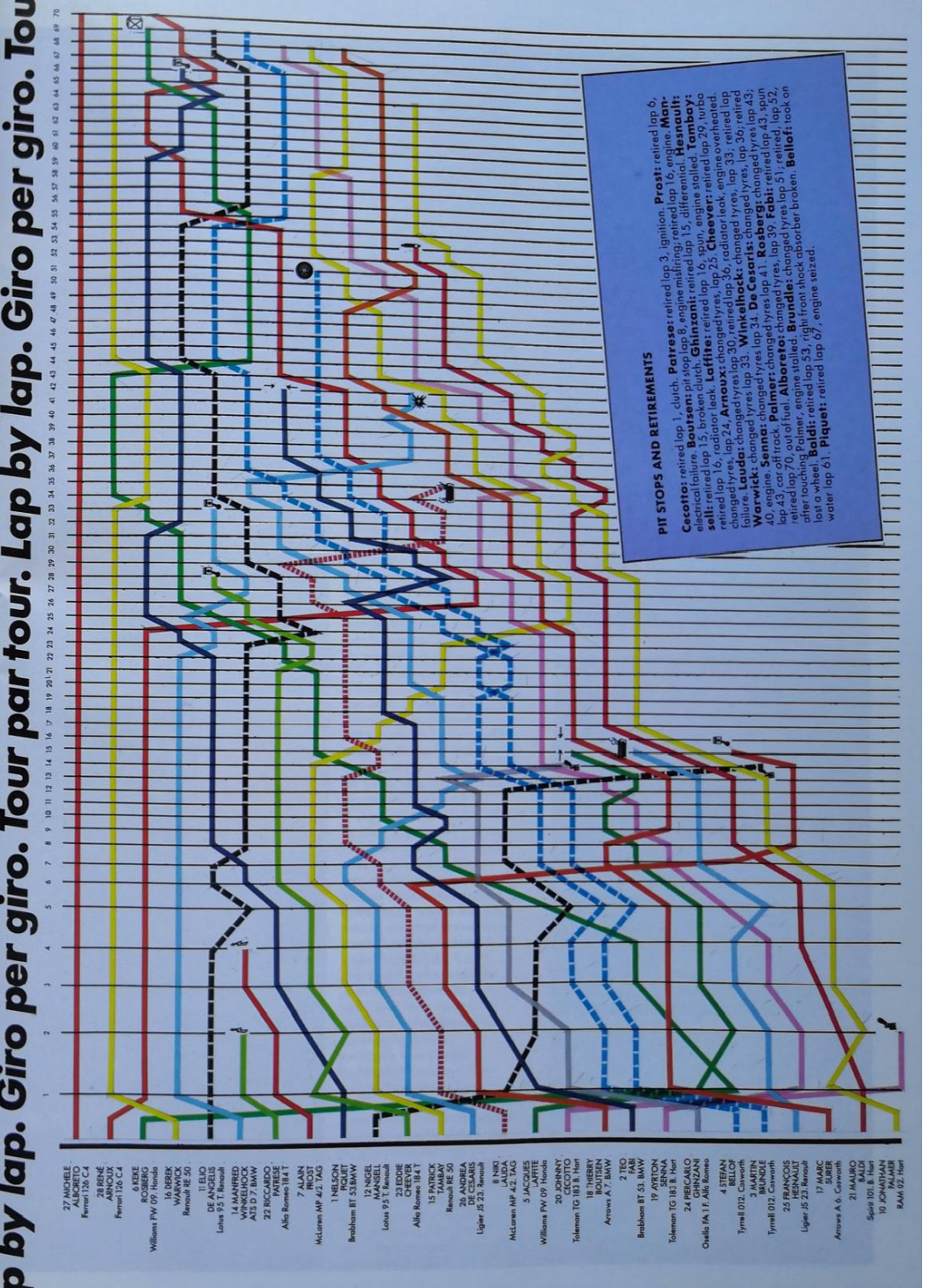
2. Warwick	Renault RE50	4'2"386
3. Arnoux	Ferrari 126 C4	1'09"
4. Rosberg	Williams FW09-Honda	1 lap*
5. De Angelis	Lotus 95T-Renault	1 lap
6. Bellof	Tyrrell 012-Ford	1 lap
7. Senna	Toleman TG183B-Hart	2 laps
8. Tambay	Ferrari 126 C4	2 laps
9. Surer	Arrows A6-Ford	2 laps
10. Piquet	Brabham BT53-BMW	4 laps*
11. Palmer	Ram 02-Hart	5 laps

* did not cross the finish line.

DRIVERS' WORLD CHAMPIONSHIP POINTS

	BRAZIL	SOUTH AFRICA	BELGIUM	SAN MARINO	FRANCE	MONACO	CANADA	DETROIT	DALLAS	GREAT BRITAIN	GERMANY	AUSTRIA	HOLLAND	ITALY	EUROPE	SPAIN	TOTAL
1. PROST	9	6															15
2. WARWICK		4	6														10
3. ALBORETO			9														9
— LAUDA		9															9
— ROSBERG	6		3														9
6. DE ANGELIS	4		2														6
7. ARNOUX			4														4
8. CHEEVER	3																3
— PATRESE		3															3
10 DE CESARIS		2															2
— BRUNDLE	2																2
12. SENNA		1															1
— TAMBAY	1																1
— BELLOF			1														1

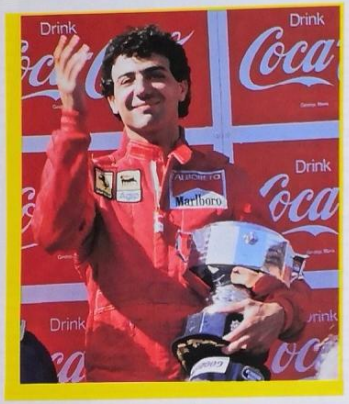
Lap by lap. Giro per giro. Tour par tour. Lap by lap. Giro per giro. Tour

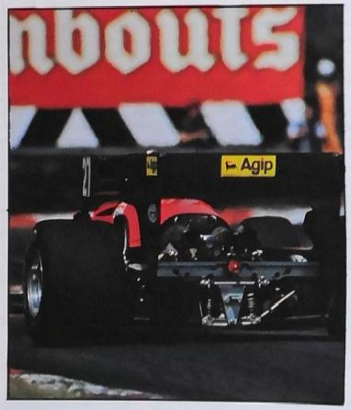

27 MICHELE ALBORETO Ferrari 126 C4
28 RENÉ ARNOUX Ferrari 126 C4
6 KEKE ROSBERG Williams FW 09 Honda
16 DEREK WARWICK Renault RE 50
DE ANGELIS Lotus 95 T. Renault
14 MANFRED WINKELHOCK ATS D 7 BMW
22 RICCARDO PATRESE Alfa Romeo 184 T
7 ALAIN PROST McLaren MP 4/2 TAG
1 NELSON PIQUET Brabham BT 53/BMW
12 NIGEL MANSELL Lotus 95 T. Renault
23 EDDIE CHEEVER Alfa Romeo 184 T
15 PATRICK TAMBAY Renault RE 50
26 ANDREA DE CESARIS Ligier JS 23 Renault
8 NIKI LAUDA McLaren MP 4/2 TAG
5 JACQUES LAFFITE Williams FW 09 Honda
20 JOHNNY CECOTTO Toleman TG 183 B. Hart
18 THIERRY BOUTSEN Arrows A 7 BMW
2 TEO FABI Brabham BT 53 BMW
19 AYRTON SENNA Toleman TG 183 B. Hart
24 PIERCARLO GHINZANI Osella FA 1 F. Alfa Romeo
4 STEFAN BELLOF Tyrrell 012 Cosworth
3 MARTIN BRUNDLE Tyrrell 012 Cosworth
25 FRANÇOIS HESNAULT Ligier JS 23 Renault
17 MARC SURER Arrows A 6 Cosworth
21 MAURO BALDI Spirit 101 B. Hart
10 JONATHAN PALMER RAM 02 Hart
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70

PIT STOPS AND RETIREMENTS

Prost: retired lap 6. **Patrese:** retired lap 3, ignition. **Prost:** retired lap 6, engine. **Mansell:** electrical failure. **Boutsen:** pit stop lap 8, engine misfiring; retired lap 16, engine. **Mansell:** electrical failure. **Boutsen:** pit stop lap 8, engine misfiring; retired lap 16, spun, engine stalled. **Tambay:** pit stop lap 15, broken clutch. **Ghinzani:** retired lap 16, spun, engine stalled. **Tambay:** retired lap 15, broken clutch. **Ghinzani:** retired lap 16, spun, engine stalled. **Tambay:** retired lap 15, tyre leak. **Laffite:** retired lap 17, spun off. **Cheever:** retired lap 29, turbo retired lap 16, rad 24. **Arnoux:** changed tyres, lap 26, radiator leak, engine overheated. **Cecotto:** retired lap 15, tyre leak. **Laffite:** retired lap 17, spun off. **Cheever:** retired lap 29, turbo changed tyres, lap 24. **Arnoux:** changed tyres, lap 26, radiator leak, engine overheated. **Cecotto:** changed tyres lap 30, retired lap, changed tyres, lap 33; retired lap failure. **Lauda:** changed tyres lap 33. **Winkelhock:** changed tyres, lap 30; retired lap 43; **Warwick:** change changed tyres lap 34. **De Cesaris:** changed tyres, lap 43; spun 40, engine. **Senna, Palmer:** changed tyres lap 45, lap 39. **Fabi:** retired lap 43, spun lap 43, car off track, out of fuel. **Alboreto:** changed tyres lap 51; retired, lap 52, after touching Palmer, engine stalled. **Brundle:** changed tyres lap 51; retired, lap 52, after touching Palmer, engine stalled. **Brundle:** changed tyres lap 51; retired, lap 52, lost a wheel. **Baldi:** retired lap 53, right front shock absorber broken. **Bellof:** took on water lap 61. **Piquet:** retired lap 67, engine seized.

THE METAMORPHOSIS





Don't bother racking your brains, an Italian at the wheel of a Ferrari hasn't won a Grand Prix since Ludovico Scarfiotti's victory at Monza in 1966. Michele Alboreto didn't seem over emotional after his win at the Zolder Grand Prix: "It was the easiest win I've had in the whole of my career, I didn't have to fight it out with anyone. Towards the end of the race I even lowered the turbo pressure. It wasn't to lower petrol consumption, as I knew I had enough to last me through to the end.

The young Italian with his short hair and impish grin, showed as much calm and cool as he had on the track. After all these years, it would seem Italy has at last found a potential world champion. But how to explain the metamorphosis in the red cars since their very mediocre results at the South African Grand Prix? The Scuderia's engineering director, Mauro Forghieri, stressed the fact that they had gone back to using proven techniques such as mechanical injection and classical brake discs. He prefers not to enter into defails about the evident superiority of the Goodyears at Zolder. Alboreto and Arnoux had the same compounds, but different casings. You won't find out much more. Tyre people are big on secrecy.

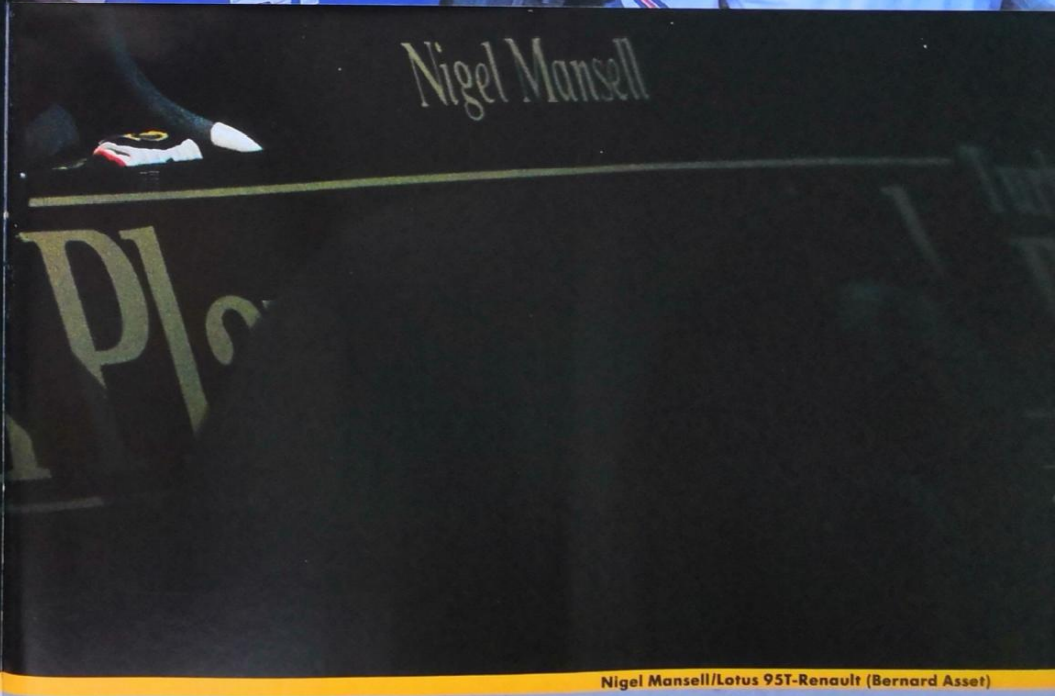
René Arnoux/Ferrari 126 C4 (DPPI)

GONE THE TORMENTS OF RIO AND KYALAMI. THE SCUDERIA'S BACK ON TOP. AT GOODYEAR, A MIRACLE...

Brabham BT53-BMW (DPPI)

A DARK WEEKEND FOR BRABHAM. THEIR BMW ENGINES REAPED A HARVEST OF BREAK DOWNS

SAVE THE PRICE OF A FILL-UP.



Nigel Mansell/Lotus 95T-Renault (Bernard Asset)

POOR MANSELL. BEREFT OF GEARS, HE HAS A HARD TIM

FENDING OFF THE TYRRELL-COSWORTHS

25 PER CENT DISCOUNT ! FREE BINDER !

GRAND PRIX INTERNATIONAL

GRAND PRIX INTERNATIONAL MAGAZINE IS PUBLISHED ON ALTERNATE THURSDAYS

FORMULA 1
GROUP C
RALLIES
US RACING

GRAND PRIX INTERNATIONAL MAGAZINE - 25 ISSUES PER YEAR – TOTAL NEWSSTAND PRICE £53.80
(21 REGULAR ISSUES AT £2 AND FOUR "SPECIALS" AT £2.95)

SAVE NEARLY £14! FOR ONLY £40 YOU CAN HAVE A YEAR'S SUBSCRIPTION. SEND THE COUPON WITHOUT DELAY WITH CHEQUE OR BANKERS' ORDER TO: GPI SUBSCRIPTIONS, OAKFIELD HOUSE, PERRYMONT ROAD, HAYWARDS HEATH, WEST SUSSEX RH16 3DH

NAME .....

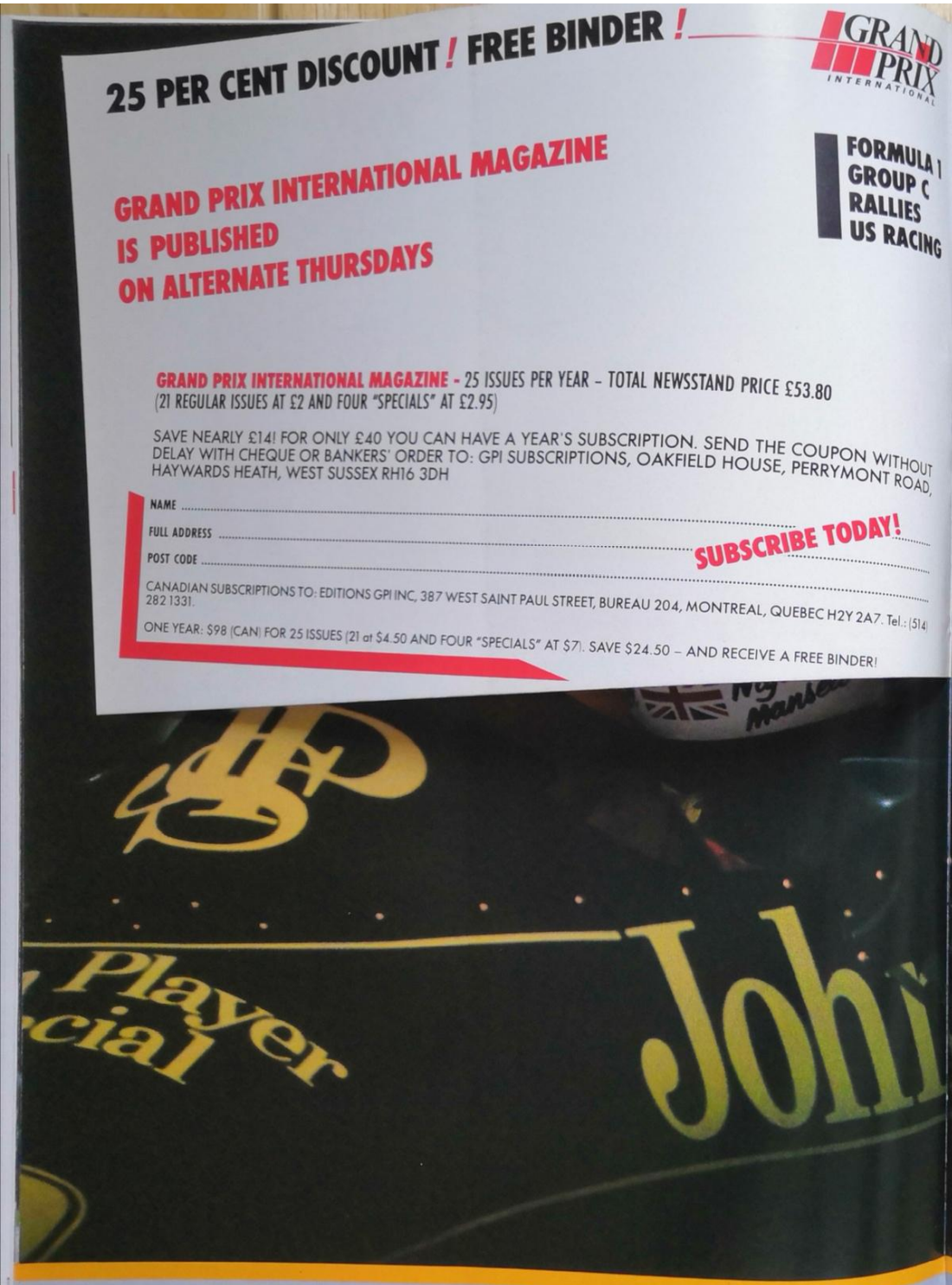
FULL ADDRESS .....

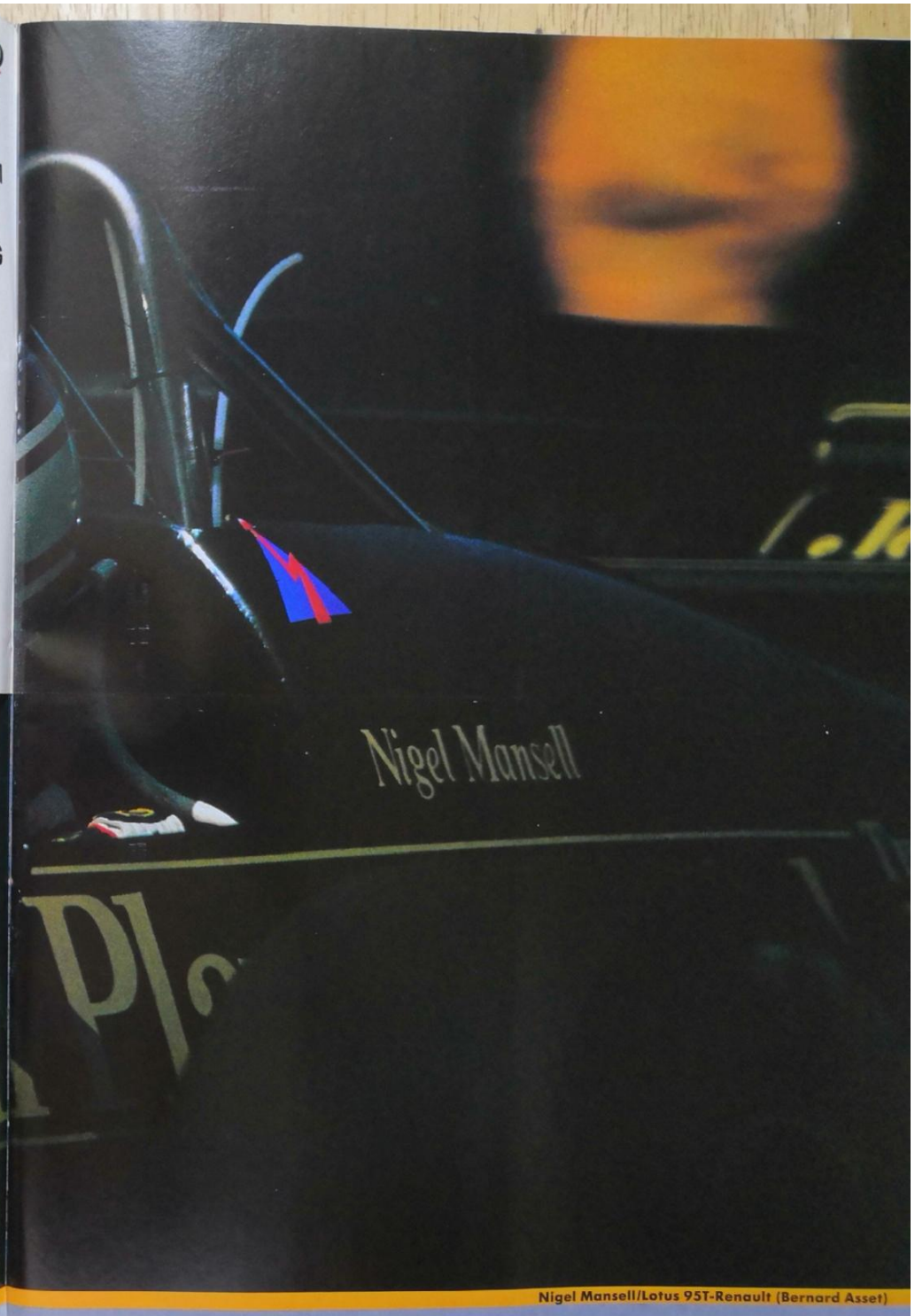
POST CODE .....

SUBSCRIBE TODAY!

CANADIAN SUBSCRIPTIONS TO: EDITIONS GPI INC, 387 WEST SAINT PAUL STREET, BUREAU 204, MONTREAL, QUEBEC H2Y 2A7. Tel.: (514) 282 1331.

ONE YEAR: $98 (CAN) FOR 25 ISSUES (21 at $4.50 AND FOUR "SPECIALS" AT $7). SAVE $24.50 – AND RECEIVE A FREE BINDER!





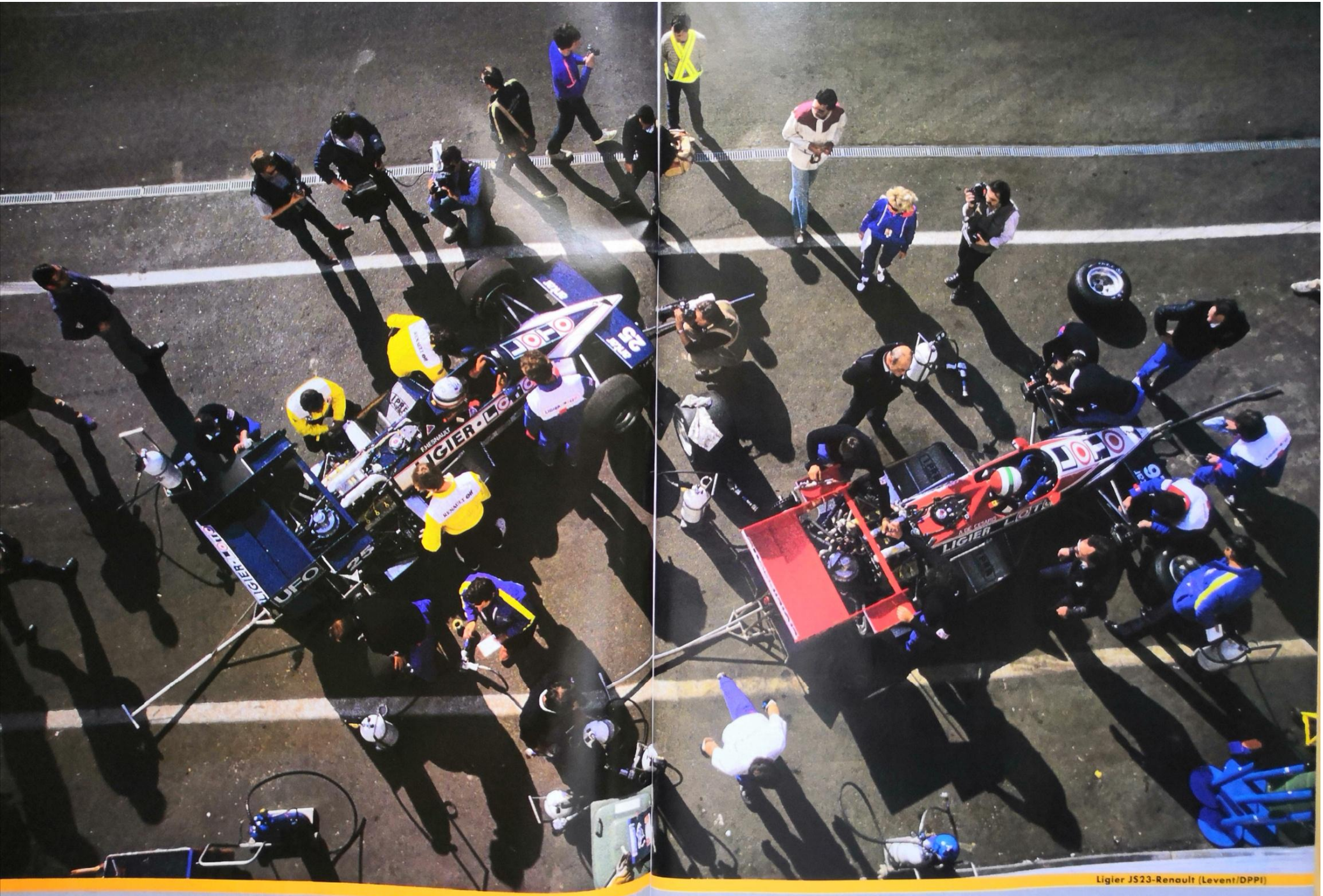
Nigel Mansell/Lotus 95T-Renault (Bernard Asset)

POOR MANSELL. BEREFT OF GEARS, HE HAS A HARD TIM

FENDING OFF THE TYRRELL-COSWORTHS

Eddie Cheever/Alfa Romeo 184T (Bernard Asset)

IT WASN'T ALFA ROMEO'S DAY. IGNITION FOR PATRESE, A BROKEN TURBO FOR CHEEVER. HARD FACTS



Ligier JS23-Renault (Levent/DPPI)

GUY'S NOSE WAS ALL TWITCHES AT ZOLDER. THERE WASN'T MUCH TO STOP IT, AND INDY'S COMING UP!

Bright sun at Zolder, grey skies at San Marino. Who would have dreamed that the Italian region of Emilia would be a gloomier place than the Flemish countryside during the first day of practice? Threatening clouds, patches of fog, the sky seems to scrape the earth. The security helicopter has difficulty getting in, and finally lands thirty minutes late. When the cars at last appear on the track, the tifosi are beside themselves with excitement, but the fervour is mixed with restraint. Less noise, fewer flags. It's true that both Arnoux and Alboreto are busy sorting out problems while the Renaults hold forth on the track. Recovered from his catastrophic weekend at Zolder, Tambay is quickest in the first untimed qualifying session, ahead of Warwick. Cheever never gets a lap in. He has a broken turbo on his Alfa Romeo, followed by a broken fuel pump on the spare car. At Toleman-Hart, there's no chance of breaking anything: Senna and Cecotto never get into their cars, the unwilling victims of a financial conflict between their team and Pirelli. At one o'clock it's raining, and the first timed session starts on a damp track with rain compounds. Twenty minutes before the end, the surface has dried considerably and one by one the cars come in for their marked qualifying tyres. Changing from lap to lap, the leadership seems destined for those who challenge as late as possible, and Piquet's Brabham-BMW gets the best of Prost's McLaren at that game. They are the only two to get around under 96 seconds, the Ferraris have been lacklustre. Alboreto, hampered by fuel supply problems on both his cars, is somewhere at the back of the grid in the company of those who stayed in the pits with mechanical problems.

The drizzle continues on Saturday morning after a soaking rain during the night. The untimed session takes place on a wet track and De Cesaris, noted a year ago in the rain at Spa, confirms his acrobatic abilities. His Ligier-Renault takes the fastest lap, although the time is relatively modest at over 105 seconds. The sun finally comes out in the afternoon.

The final qualifying session, begun on a still wet track, kicks off with rain compounds. Winkelhock, whose ATS-BMW is on unmarked re-worked slicks, holds the fastest lap for a good bit af time. The rain stops, the sun begins to warm the tarmac. The first marked slicks appear before the session is half over. Cheever goes out and nails one at 1'34''455, faster than the overnight pole. From then on, the Longine monitors are never still. There is little time left to get through both sets of qualifying tyres. Arnoux gets his Ferrari down to 1'32''346, Prosts's McLaren betters that at 1'32''191, then Rosberg's Williams comes in at 1'29''789. That performance causes general stupefaction and remains the best thing going for a quarter of an hour while the track dries further, leaving a long passage completely free of any dampness. Ten minutes before the end of the session, Prost moves back in ahead of Rosberg with 1'28''628, a pole position which lasts for all of two minutes. In spite of a going sideways at Acque Minerale, Piquet shaves the time down to 1'28''517. Tambay was left defenceless by a broken turbo on the spare car he was using that day. Mansell railed against Alliot and Winkelhock cursed Palmer. Both were corked up when trying to get a quick one in on the last-chance lap. For the German driver, it was the fourth set of tyres, Pirelli being now able to resurface in a matter of minutes, each set of tyres that has been used.

At firstlight on Sunday morning, Imola was packed with frenzied spectators who witnessed the sun's first rays after the bad weather. Prost had decided to continue driving the T. car during the warm-up (and for the race itself) and, in spite of that, obtained the fastest lap time ahead of the two Ferraris. Meanwhile, Tambay broke his engine, which was changed quickly enough for him to be able to take part in the race. Mansell, who suffered the same misfortune, opted for the T. car. As the lights turned green panic struck. Rosberg and Lauda didn't get off to a good start, and in order to avoid crashing into them, Laffite could only give a sharp turn of the wheel, thereby hitting Hesnault. The back wheel of the Ligier was torn out of place and Hesnault was left high and dry just yards from his original starting point. A few seconds later, de Cesaris began his race from the pits. An engine problem, due to his fuel being too cold, prevented him from taking his place on the starting grid before the pit-lane closed. Another alarm was given at Tosa. Tambay had attempted to pass Cheever on the inside, and the Alfa's back wheel had climbed up over the front wheel of the Renault, damaging it so much as to bring it to a standstill in the grass. The American driver, however, fared a little better and stopped at his pit with a punctured tyre. Prost had taken over the lead which he was to keep until the chequered flag came down. Just about half a minute ahead of the rest of the field, he was able to change tyres on the 29th lap without being in danger of losing his first position.

Arnoux made his pit stop as early on as lap 21, falling to 6th position temporarily, then roaring ahead once he'd gotten off Fabi's trail. Apart from the quick change in positions between Piquet and Warwick who were fighting it out for second place, things seemed to have sorted themselves out in as much as Alboreto had to retire when his exhaust broke before the halfway mark. The spectators were soon pulled out of their slumbers when Piquet's car was forced to pull into the pits with white smoke billowing out behind him, shortly followed by Fabi who was crawling along. The BMW turbo engines both broke down simultaneously. Prost at this time was more than 20 seconds ahead of Arnoux; Warwick had slowed down, his petrol supply running dangerously low, and if that wasn't enough his fourth gear wouldn't shift into place. In the wake of the diminished Renault, de Cesaris in his Ligier-Renault was battling it out with de Angelis at the wheel of his Lotus-Renault. The Roman with the nervous twitch was giving a fantastic demonstration, as Prost had done at Kyalami, having begun the race behind the field. Unfortunately, the third position he was in was not to be his much longer. Just two laps from his goal, he fell victim to a petrol shortage. So there was to be another Roman in his place on the rostrum; as fate would have it, he too was beset by the same cause and effect phenomenon. Behind the turbocharged single seaters, Bellof had had another hellish race and scored 2 points. As he had been held up behind Surer's Arrows-BMW his Tyrrell-Cosworth took on water with only five laps to go before the end of the race.

SATURDAY: PIQUET, PROST, ROSBERG

SUNDAY: PROST AND ARNOUX MEET AGAIN...

AWAY WE WENT

UNDER NORMAL CIRCUMSTANCES, I WOULD NEVER HAVE BEEN ABLE TO QUALIFY THAT CAR." JO GARTNER, THE AUSTRIAN DRIVER FROM VIENNA, IS UNUSUALLY lucid for a man participating in his first Grand Prix. For the past few years, he has been racing in Formula 2, mostly in cars which weren't competitive due to very lean finances. And yet he was back at it this season, continuing to compete in a category which seems to have lost its interest for many. He was at Hockenheim and Silverstone with an old Spirit which he had rebuilt himself. An automotive engineer, Jo Gartner says he is thirty. You would guess five or six years less than that. Tall and thin, he looks very much the adolescent who suddenly grew up all at once, and yet he is not that at all. He displays a very quick mind and a keen sense of analysis:

"I started racing late in life. I was 24 years old. The first thing I had to do was get my diplomas. Last winter my sponsor, Milde Sorte cigarettes, helped me look for a drive in Formula One. We went to see Tyrrell, Spirit, and some others. They all wanted a budget that would cover an entire season. We didn't have one. The agreement with Enzo Osella was based on a different concept. I am a test-driver and I participate in a few races."

At the wheel of the antiquated FA1E powered by a normally-aspirated Alfa Romeo V12, the young Austrian was able to qualify thanks only to the mechanical problems suffered by his team-mate Piercarlo Ghinzani and the lack of power of Ayrton Senna's Toleman-Hart:

"I did the best I could during qualifying, but I didn't really have much hope with a tub that's two years old and an engine designed four seasons ago. The car I was driving was brought out of the "museum" especially for this race. It was cleaned up; Enzo Osella had a new block mounted just prior to qualifying, and away we went."

Jo Gartner had more or less the same times as did Corrado Fabi at Imola last season. He managed that in spite of a change of tyres. Previously on Michelins, the FA1E was transferred onto Pirellis without any modifications to the suspension. For the race, he would have liked to have had the turbo-powered Alfa Romeo engine in the FA1F left vacant by Ginzani not-qualifying:

"We thought about it, but in the end Enzo Osella decided against it. I had never driven it and he thought that it could prove to be dangerous for the car. That is of course not my opinion, but too bad. With the FA1F I'm going to be suffering during the race. Forget about trying to overtake anything at all. It's so slow in the straights that even the Tyrrells fly by me. There's a 10 km/hour difference."

The future lies in a second turbo-charged single seater for Niki Lauda's countryman who manages a small garage in Vienna with his brother:

"I'll try it as soon as it's ready, in about two weeks. I'll be participating in its development and will be driving it at Brands Hatch in the British Grand Prix."

Last year, his name was mentioned on several different occasions. A second ATS-BMW was entered in the Austrian Grand Prix:

"It was a little bit complicated with Gunter Schmid. To begin with, he is not a simple person, and then Manfred Winkelhock failed to qualify a week earlier at Hockenheim. He didn't have the time to make his choice. Everything fell apart."

The future? Jo Gartner's head is not filled with illusions. An old Osella can hardly be considered a good way of attracting the attention of top teams:

"I would probably have been better off at Tyrrell, that's certain. But once I have the turbo, qualifying should no longer be a problem. After that, it will be up to me to perform...".

Didier Braillon

Photo: B. Asset

CONFLICT

THE GARAGE DOORS ARE LONG AND GREY. THE ONE ON THE LEFT IS TIGHTLY SHUT, WHILE ON THE RIGHT A SPACE HAS BEEN LEFT, ABOUT A FOOT AND A half high. A mechanic from the Toleman team approaches and lies down. Unconcerned by the dusty surface of the cement, he rolls himself like a barrel into the garage. Inside, the three Hart-powered TG183Bs are sitting on jacks, stripped of both wheels and tyres. The conflict opposing the British team and the Italian tyre manufacturer Pirelli, started this morning. On Friday, neither Ayrton Senna nor Johnny Cecotto were able to practice. They were apologetic about being unable to answer questions from the press. Alex Hawkridge was away, and Peter Gethin nowhere to be seen. At the Pirelli camp, there was no such aura of mystery:

"Our contract with Toleman," explained press agent Nigel Wolheim, *"stipulates that we pay them according to the number of laps completed, be they during a Grand Prix weekend or in private testing. We have always done this, and have always paid 60 days, after reception of the invoices. The last one, which concerned Kyalami, reached us on 15th March. So we are well within the time limit, and yet Toleman have demanded that we make immediate payment. Are they in trouble financially, do they want to make themselves look ridiculous by suggesting we don't have the means to pay them, or is this is a coup orchestrated with another manufacturer who might be interested in supplying tyres for the transport company's trucks?"* On Friday night, top level management at Pirelli acted: no more tyres were to be supplied to Toleman, effective immediately. It was nightfall when Chris Witty, the tall, curly-haired press agent for the British concern, finally decided, leaning against the side of a garage, to talk about the problem. The conversation was on a personal level, and not an official statement:

"We don't have any more tyres. Marco Piccinini, from Ferrari, and Roberto Nosetto, the director of the circuit, have been informed of the situation. 'Force majeure' will be the explanation for our forfeit. The conflict is totally out of our hands. It's a management problem between Toleman and Pirelli. The only people who really understand the problem are those controlling the purse strings. The misunderstanding, which is both technical and political, is not a new one. I'm not authorized to tell you what we'll be doing in the future, but there's no doubt that we would like to change our tyre manufacturer. That is partly the case, for reasons of competitiveness."

The next morning Mario Mezzanote, sporting director at Pirelli, was not budging from the ATS pits, which has become his pet team since Zolder and Manfred Winkelhock's performance there. A few minutes earlier, however, he had met with Peter Gethin behind the tightly closed flaps of a tent. A third party had joined in the conversation: Bernie Ecclestone, who emerged after a few minutes wearing the smile of someone who has just concluded a deal. Senna and Cecotto would have Pirellis available to them until the night of the race. Afterwards, at Dijon, it would be Goodyear or Michelin. There were no official statements from the American manufacturer. Unofficially, Leo Mehl was supporting his Italian colleagues (*"I'm very sorry for those guys"*). He didn't seem to have much sympathy for the way Toleman behaved. At Michelin, on the other hand, the mood was chattier. *"We've had several teams approach us since Rio,"* confided Pierre Dupasquier. *"On each occasion, our answer has been the same: we don't have the production capacity needed to equip additional cars. If there was a real crisis, it's obvious that we would have discussions with Goodyear on the possibilities of allowing a team in trouble to carry on with the season. But it would only be emergency help. We'd be able to keep them rolling but wouldn't be able to offer them the choice of a complete range. They'd be paying for tyres which would be leftovers in our inventory."*

What tyres, then, for the Toleman TG184, due to make its first appearance at the French Grand Prix? It could be that the car wasn't at Zolder and Imola for political reasons. Would a closer look at one of the Toleman Group's transport lorries make those reasons more apparent?

Didier Braillon

ASTRONOMIC COOL

MY PROBLEMS ALL STARTED ON FRIDAY WHEN I COULDN'T REALLY PUT IN A DRY TIME." THAT IS, ON THE FIRST LAP OUT HE BLEW HIS TURBO. *"THAT meant that on Saturday I had to go out and qualify whatever way I could."* With the track again neither dry nor wet, that was no help either, his spare car having a problem with its fuel pump. To Sunday then, when he starts in the exceedingly humble position of 13th on the grid. He makes a good start; by lap 10 he is up to fifth; lap 20 he is still fifth. Lap 24, after two laps in which he knows he's in a deep bog, he comes into the pits and is out and down. Down we go to the Ferrari garage, entry to which is the paradise every boy in Italy dreams of. Michele is slumped in a chair in the corner with one red leg draped picturesquely over a feminine thigh. He's watching Arnoux on the telly. No way to talk to him at a psychological crux like that. *"What was I thinking about, watching René? I was thinking about where I would be if I'd still been in the race."* We wander over to the offending car, which is jacked up and on its slaves and peer down at the tubes that lead from the engine block to the exhaust. The back one shows a neat hole. Like a dum-dum through his hopes. Look at his spare. The exhaust pipes are in pairs. On his race car they're not. *"It's supposed to give us a little more power at low revs,"* he says laconically. With a touch of irony? The weld's come apart. A factory job. Do heads roll back at Maranello? The guilty welder? *"I don't think so,"* he says. *"It's just one of those things that happen."*

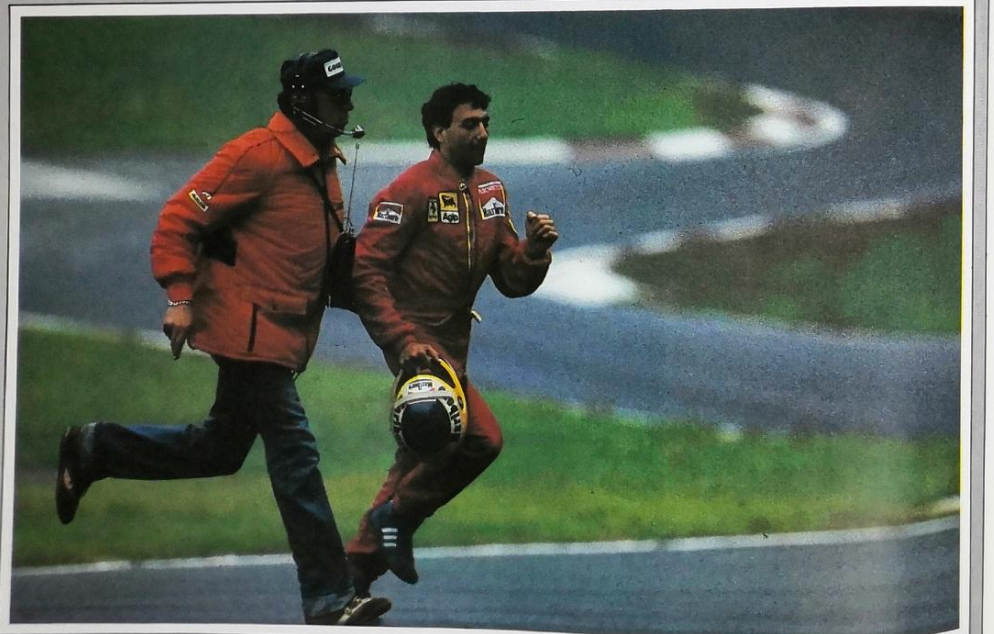
For some Italians, Michele is not any ready-made Ferrari hero. He's a thinking young man. He's got astronomers' cool, not street-talk and funky oneliners, he's serious, unboastful. Like the man who looks at the skies, his job is to sort them out and predict their movements. That he does in a car. Not pressing flesh or being agreeable. Ask Lauda or Tambay what it's like to be a Ferrari driver in Italy: it's like walking a tight-rope over sharks.

Remember that a week ago last Sunday he won the first race an Italian driver had won for Ferrari in 17 years. When he comes back to Imola in triumph, he's the first Italian to drive a Ferrari in Italy since 1973. He's got a crowd that wants not just a peck at his flesh, but chunks, with real blood. *"They're a football crowd now,"* Michele says. *"They follow a happening, not a race. It's just a place to go, to be seen. I've been sneaking into garages since I was a little kid, but I never had the cheek to go up to a driver before the start of a race and ask for his autograph. Okay, I love the public. But an informed public. A polite public."*

The Monday after the race at Zolder was *"fine and very quiet. I was already thinking about the next race. I rested at home in Monte Carlo and on Tuesday I had a few close friends in and we didn't talk about cars at all, which is a relief."* Wednesday he was at Fiorano testing; the weekend of disaster, we know about. It doesn't get to him. That's the remarkable side to the man. The world doesn't impinge on him that much. Maybe it was hard on him to win the race just before Imola? The pressure would be on? It was too soon? *"Too late,"* he says with the sort of smile a man gets after a full meal, *"we should have won in Brazil."* That's a little the measure of the man. *"A win doesn't change a man. People who knew me had no doubts I could win. I had no doubts. It was important for Ferrari, who were in trouble. It was important to me, as a confirmation. But change me? No."*

So he'd watched René do what he could have done. And might have bettered. *"There are opportunities you shouldn't let slip,"* he answers, *"but opportunity comes up again at Dijon."* Astronomically cool, the young man. The emotion is there, but it's private. Unflash. Considered. And maybe more than a little like the old man himself, Enzo Ferrari, when young.

Keith Botsford



AND NOW HE'S 11 POINTS IN FRONT...

THE NEWSPAPERMEN SWEATED IT OUT FOR AN HOUR AT IMOLA BEFORE ALAIN PROST WAS FINALLY DELIVERED TO THEM. HE, IN THE MEANTIME, HAD BEEN lionised by the TV boys on the roof above: evidently they have already decided that the 1984 world championship is as good as settled, so they interviewed him for all he was worth, before the name of Prost becomes boring.

With two wins and one 2nd place from the first four races of the year — and his nearest rival Derek Warwick now trailing by 24 points to 13 — it would be a daring man indeed who would now argue about the destinity of the 1984 title. Piquet still hasn't scored; even Lauda (whose sister McLaren retired at Imola with most of its oil and water leaked away) is back in 5th place; and Warwick only holds 2nd place in the championship because he managed to soldier to the finish while so many others fell by the Imola wayside.

Perhaps the most significant aspect of Prost's victory was the way in which it was won. He got the drop on Piquet at the start *("I was pleased about that: the Brabham is always difficult to pass")* and built up an advantage over the reigning champion that had stretched to 24.8 seconds after 22 laps. Then he spun. He was coming into the fast right-hander before Rivazza, where the brakes require no more than a dab to set up the car for the two tight left-handers. *"I think my carbon fibre brakes were overheating,"* said Alain afterwards: *"the pedal went right down and I had to spin."*

How did he manage to keep his engine running as the car completed its 360 degree polka? *"I got plenty of practice at Zolder last weekend,"* retorted Alain, impishly. Ah yes, Zolder. Lowest point of McLaren International's otherwise impeccable season. Two cars out by half distance, and Prost's gone after six laps, when he was barely in the points. Instead of heading south to Imola, the entire team had made tracks for home at Woking: *"We can get twice as much work done in two days back at base as we could manage in four on the road,"* confessed Ron Dennis.

On the first night at Imola, before practice, some of the *tifosi* wanted to show their contempt for Alain by breaking into the McLaren pit. They failed to break the lock, so instead they put a knife into two of the tyres on the truck. And next day they contented themselves in the rain by booing the number 7 McLaren as it hurtled round in qualifying, loud enough for the little Frenchman to hear it over the sound of the TAG engine. He didn't care. He was too busy worrying about yet another bout of electrical trouble. In the race car, the sudden loss of electricity was a bit too exciting: in Zolder it had caused Alain to spin wildly no less than three times, and on Saturday morning at Imola he went sideways when the engine hiccoughed at a point on the circuit where he was doing 10,500 rpm.

That's why Prost decided to drive the team's spare chassis the following day: perhaps the handling wasn't quite up to the standard of his regular chassis, but at least the electrics were less unpredictable — and had not this car been good enough for 2nd place at Kyalami after the startline dramas almost excluded him from the start?

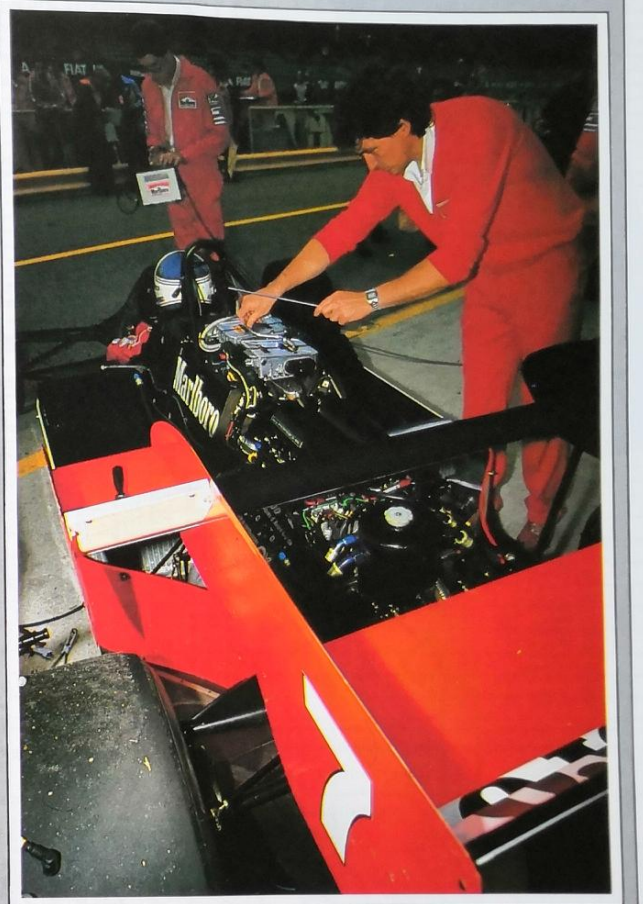
The tyres he chose were a mixture: Michelin's soft 05s on three wheels, a slightly harder one on the hard-worked right rear. *"If I hadn't spun because of the brake problem, I would have tried to run through non-stop,"* he said.

Even with the stop, which was accomplished in 11.3 seconds, his lead diminished from 33.8 seconds to a still magisterial 14.9 seconds. And not even a splendid late run by Arnoux made any impression on the winner, who was able to back off and cruise home with 13.4 seconds advantage.

The title? *"With a dozen races still to go, I am not making any forecasts,"* he said modestly. *"But I am looking forward to Dijon in two weeks time because I like the track. And it would be nice to win in my own country again."*

Good for Prost, perhaps. But one wonders what his former bosses at Renault, who had his signature on a contract in July last year, will be thinking. For if a Frenchman is to win the world championship, the bets — more than ever before — are now firmly on Alain Prost.

Mike Doodson



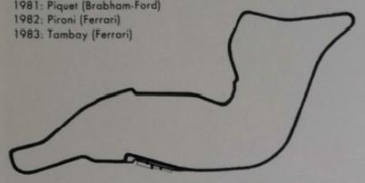
STATISTICS

SAN MARINO GRAND PRIX

Date: May 6, 1984
Circuit: Imola
Circuit length: 5.040 km
Race distance: 60 laps, 302.400 km
Weather: cloudy with scattered rain showers until Saturday morning. Fine later.
Attendance: 100,000 on Sunday.

PREVIOUS WINNERS

1981: Piquet (Brabham-Ford)
1982: Pirani (Ferrari)
1983: Tambay (Ferrari)



THEIR FASTEST RACE LAPS

Piquet	1'33"275	on lap 48
Arnoux	1'33"373	on lap 44
Prost	1'33"580	on lap 50
De Cesaris	1'34"415	on lap 55
De Angelis	1'34"525	on lap 54
Lauda	1'34"686	on lap 11
Fabi	1'35"534	on lap 44
Cheever	1'35"849	on lap 27
Warwick	1'36"030	on lap 12
Alboreto	1'36"053	on lap 20
Bellof	1'36"095	on lap 43
Brundle	1'37"013	on lap 38
Surer	1'37"089	on lap 25
Winkelhock	1'37"319	on lap 11
Palmer	1'37"472	on lap 44
Alliot	1'38"199	on lap 47
Cecotto	1'38"208	on lap 52
Boutsen	1'38"430	on lap 52
Laffite	1'38"517	on lap 11
Patrese	1'39"389	on lap 03
Baldi	1'39"404	on lap 46
Rosberg	1'39"969	on lap 02
Gartner	1'40"949	on lap 41
Mansell	1'41"622	on lap 02

STARTING GRID

Piquet **Brabham BT53-BMW** **1'28"517**	Prost McLaren MP4/2-Tag 1'28"628
Rosberg Williams FW09-Honda 1'29"418	Warwick Renault RE50 1'29"682
Lauda McLaren MP4/2-TAG 1'30"325	Arnoux Ferrari 126 C4 1'30"411
Winkelhock ATS D7-BMW 1'30"723	Cheever Alfa Romeo 184T 1'30"843
Fabi Brabham BT53-BMW 1'30"950	Patrese Alfa Romeo 184T 1'31"163
De Angelis Lotus 95T-Renault 1'31"173	De Cesaris Ligier JS23-Renault 1'31"256
Alboreto Ferrari 126 C4 1'31"282	Tambay Renault RE50 1'31"663
Laffite Williams FW09-Honda 1'32"600	Surer Arrows A7-BMW 1'33"063
Hesnault Ligier JS23-Renault 1'33"186	Mansell Lotus 95T-Renault 1'34"477
Cecotto Toleman TG183B-Hart 1'35"568	Boutsen Arrows A6-Cosworth 1'36"019
Bellof Tyrrell 012-Cosworth 1'36"059	Brundle Tyrrell 012-Cosworth 1'36"531
Alliot RAM 02-Hart 1'36"733	Baldi Spirit 101B-Hart 1'36"916
Palmer RAM 02-Cosworth 1'37"262	Gartner Osella FA1E-Alfa Romeo 1'38"948

did not qualify:
Ghinzani/Osella FA1F-Alfa Romeo, 1'40"790.
Senna/Toleman TG183B-Hart, 1'41"585.
Nota: with the exception of Ghinzani, all times were recorded during the second timed practice.

OFFICIAL QUALIFYING TIMES

	Untimed practice 1	Untimed practice 1	Untimed practice 2	Timed practice 2	Warm-up Sunday
1. Piquet	1'32"312	1'35"493	1'49"152	1'28"517	1'35"318
2. Fabi	1'33"503	1'37"594	1'50"901	1'30"950	1'35"689
3. Brundle	1'36"365	1'41"123	1'50"857	1'36"531	1'37"458
4. Bellof	1'35"831	1'39"765	1'50"680	1'36"059	1'37"824
5. Laffite	1'33"212	1'41"891	1'52"003	1'32"600	1'36"959
6. Rosberg	1'34"666	1'37"024	1'49"523	1'29"418	1'36"944
7. Prost	1'33"093	1'35"687	1'48"814	1'28"628	1'33"540
8. Lauda	1'31"890	1'38"021	1'47"650	1'30"325	1'34"486
9. Alliot	1'38"881	11'43"132	1'51"573	1'36"733	1'41"555
10. Palmer	1'38"968	1'53"014	1'53"393	1'37"262	1'40"261
11. De Angelis	1'33"721	1'38"423	1'47"936	1'31"173	1'36"287
12. Mansell	1'33"318	1'38"363	1'47"370	1'34"477	1'37"270
14. Winkelhock	1'32"106	1'47"362	1'50"989	1'30"723	1'38"738
15. Tambay	1'31"307	1'36"250	1'46"337	1'31"663	1'35"065
16. Warwick	1'31"670	1'36"706	1'46"700	1'29"682	1'35"735
17. Surer	1'36"538	1'42"046	1'50"684	1'33"063	1'41"234
18. Boutsen	1'39"324	1'40"920	1'51"445	1'36"019	1'39"871
19. Senna	—	—	1'51"248	1'41"585	—
20. Cecotto	—	—	1'53"146	1'35"568	1'39"827
21. Baldi	1'36"922	1'42"249	1'50"594	1'36"916	1'38"991
22. Patrese	1'32"246	1'41"363	1'49"041	1'31"163	1'36"990
23. Cheever	—	1'42"731	1'47"907	1'30"843	1'37"540
24. Ghinzani	1'35"683	1'40"790	1'51"757	2'05"421	—
25. Hesnault	1'36"729	1'40"356	1'53"581	1'33"186	1'37"475
26. De Cesaris	1'33"698	1'36"613	1'45"609	1'31"256	1'35"961
27. Alboreto	1'33"317	1'47"919	1'46"594	1'31"282	1'34"349
28. Arnoux	1'31"906	1'38"389	1'46"866	1'30"411	1'33"774
29 Gartner	1'39"715	1'50"979	1'55"644	1'38"948	1'42"927

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

1. McLaren, 33 points; 2. Ferrari, 19 points; 3. Renault, 14 points; 4. Lotus, 10 points; 5. Williams, 9 points; 6. Alfa Romeo, 6 points; 7. Tyrrell, 5 points; 8. Ligier, 2 points; 9. Arrows and Toleman , 1 point.

RESULTS

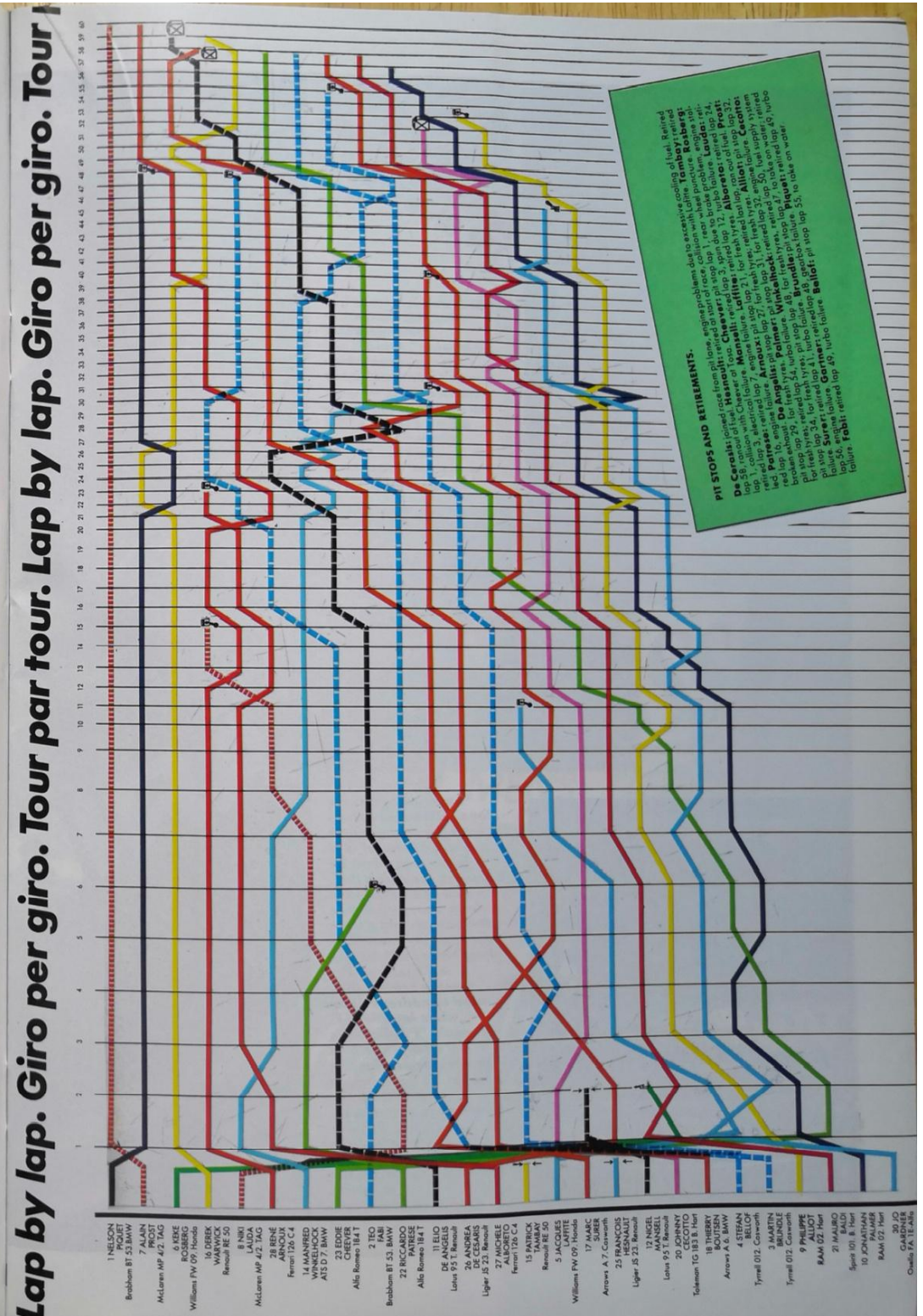
1. Prost/McLaren MP4/2-TAG, 60 laps, 302.400 km 1 h 36'53"679, average 187.254 km/h.

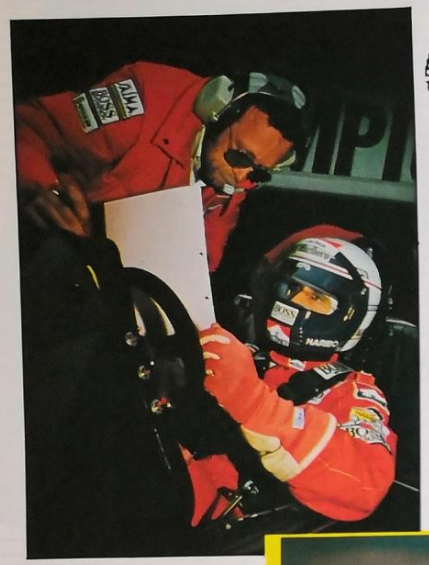
2. Arnoux	Ferrari 126 C4	13"416
3. De Angelis(*)	Lotus 95T-Renault	1 lap
4. Warwick	Renault RE50	1 lap
5. Bellof	Tyrrell 012-Cosworth	1 lap
6. Boutsen	Arrows A6-Cosworth	1 lap
7. De Cesaris (*)	Ligier JS23-Renault	2 laps
8. Cheever	Alfa Romeo 184T	2 laps
9 Baldi	Spirit 101B-Hart	2 laps
10. Palmer	TAM 02-Hart	3 laps
11. Brundle (*)	Tyrrell 012-Cosworth	5 laps

(*) Denotes drivers who did not cross the finish line.

DRIVERS' WORLD CHAMPIONSHIP POINTS

	BRAZIL	SOUTH AFRICA	BELGIUM	SAN MARINO	FRANCE	MONACO	CANADA	DETROIT	DALLAS	GREAT BRITAIN	GERMANY	AUSTRIA	HOLLAND	ITALY	EUROPE	SPAIN	TOTAL
1. PROST	9	6		9													24
2. WARWICK		4	6	3													13
3. ARNOUX			4	6													10
— DE ANGELIS	4		2	4													10
5. ALBORETO			9														9
— LAUDA		9															9
— ROSBERG	6		3														9
8. CHEEVER	3																3
— PATRESE		3															3
— BELLOF			1	2													3
11. DE CESARIS		2															2
— BRUNDLE	2																2
13. SENNA		1															1
— BOUTSEN				1													1
— TAMBAY	1																1

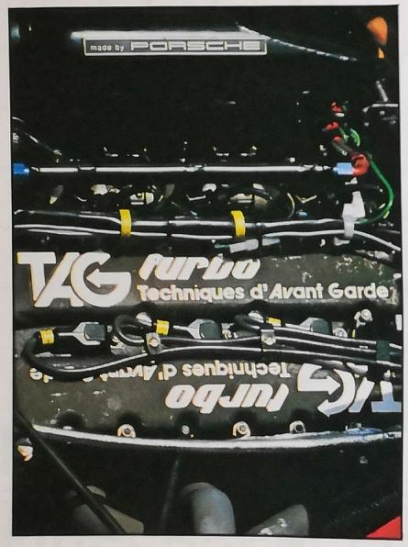

Lap by lap. Giro per giro. Tour par tour. Lap by lap. Giro per giro. Tour
PIT STOPS AND RETIREMENTS:
De Cesaris: joined race from pit lane, engine problems due to excessive cooling of fuel. Retired
Hesnault: retired after 1 lap, fuel starvation
Prost: overshot start of 1st stop lap 1, went to brake failure
Lauda: pit stop lap 11, new tyres
Rosberg: pit stop lap 11, new tyres
Laffite: retired lap 11, fresh tyres
Bellof: pit stop lap 11, new tyres
Alliot: retired lap 11, engine failure
Cecotto: retired lap 11, engine failure
Palmer: pit stop lap 11, new tyres
Mansell: retired lap 11, fuel supply
Patrese: retired lap 11, engine failure
Alboreto: pit stop lap 20, fuel 32, engine
Winkelhock: retired lap 23, turbo failure
Brundle: pit stop lap 25, fresh tyres
Surer: retired lap 25, turbo failure
Gartner: retired lap 41, turbo failure
Baldi: pit stop lap 46, fresh tyres
Fabi: retired lap 49, turbo failure
Boutsen: pit stop lap 52, fresh tyres
Cecotto: retired lap 52, turbo failure
Tambay: pit stop lap 53, fresh tyres
Senna: retired lap 55, engine failure
Arnoux: pit stop lap 27, fresh tyres, 31, fresh tyres, 32, engine, fuel supply, retired lap 59, fuel supply
Cheever: pit stop lap 27, fresh tyres, 31, fresh tyres, 32, engine, fuel supply, retired lap 59, fuel supply
Patrese: engine failure
Ghinzani: pit stop lap 29, fresh tyres, 54, turbo failure
De Angelis: pit stop lap 29, fresh tyres, 54, turbo failure
Warwick: pit stop lap 34, fresh tyres, retired lap 48, gearbox
Brundle: pit stop lap 38, fresh tyres, retired lap 56, engine failure
Bellof: pit stop lap 43, fresh tyres, retired lap 59, fuel supply
Fabi: retired lap 49, turbo failure
1 NELSON PIQUET Brabham BT 53 BMW
7 ALAIN PROST McLaren MP 4/2 TAG
6 KEKE ROSBERG Williams FW 09 Honda
16 DEREK WARWICK Renault RE 50
8 NIKI LAUDA McLaren MP 4/2 TAG
28 RENÉ ARNOUX Ferrari 126 C4
14 MANFRED WINKELHOCK ATS D 7 BMW
23 EDDIE CHEEVER Alfa Romeo 184 T
2 TEO FABI Brabham BT 53 BMW
22 RICCARDO PATRESE Alfa Romeo 184 T
11 ELIO DE ANGELIS Lotus 95 T Renault
24 ANDREA DE CESARIS Ligier JS 23 Renault
27 MICHELE ALBORETO Ferrari 126 C4
15 PATRICK TAMBAY Renault RE 50
5 JACQUES LAFFITE Williams FW 09 Honda
17 MARC SURER Arrows A 7 Cosworth
25 FRANCOIS HESNAULT Ligier JS 23 Renault
12 NIGEL MANSELL Lotus 95 T Renault
20 JOHNNY CECOTTO Toleman TG 183 B Hart
18 THIERRY BOUTSEN Arrows A 6 BMW
4 STEFAN BELLOF Tyrrell 012 Cosworth
3 MARTIN BRUNDLE Tyrrell 012 Cosworth
9 PHILIPPE ALLIOT RAM 02 Hart
21 MAURO BALDI Spirit 101 B Hart
10 JONATHAN PALMER RAM 02 Hart
GARY BRABHAM Osella FA 1 E Alfa

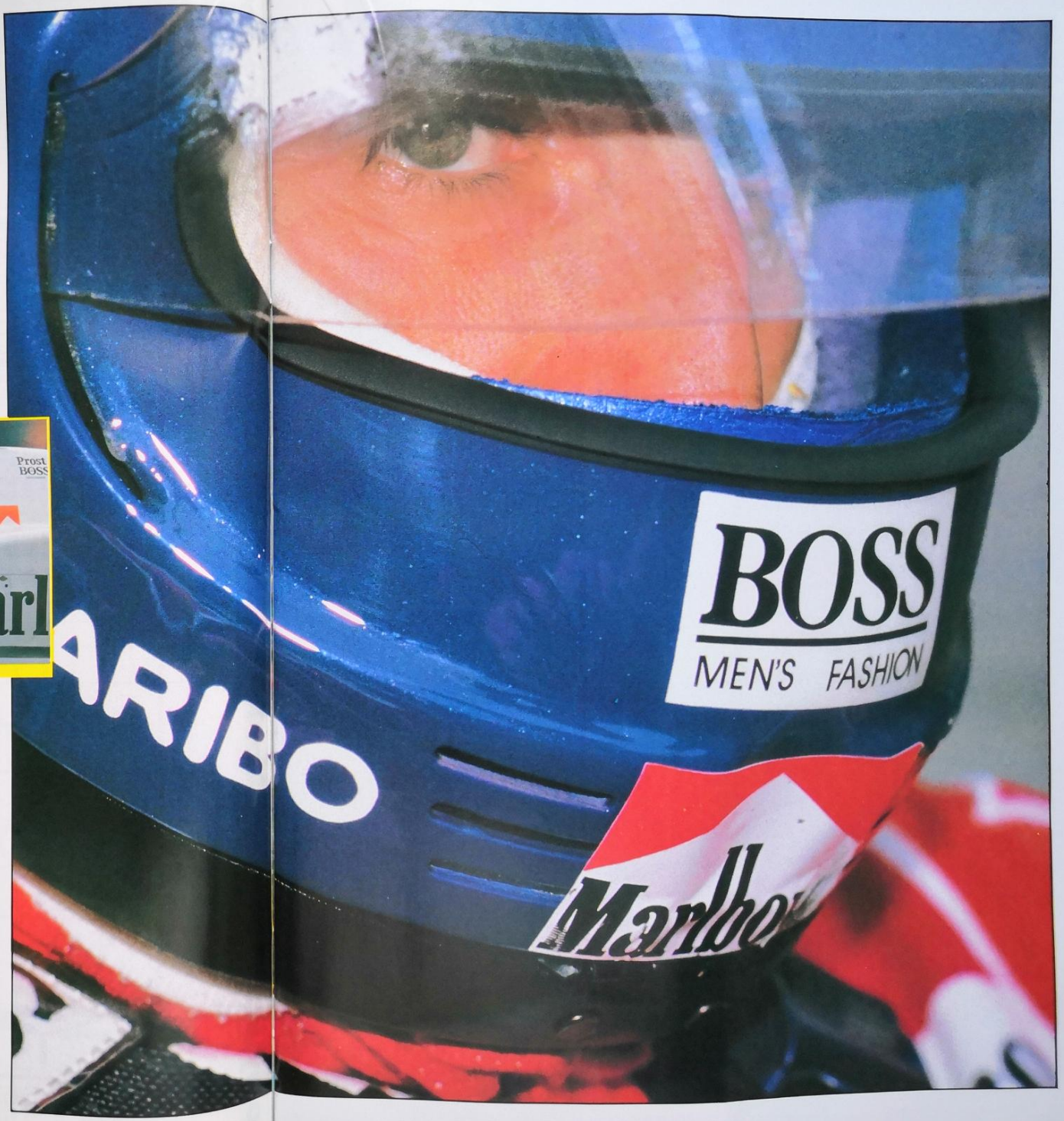


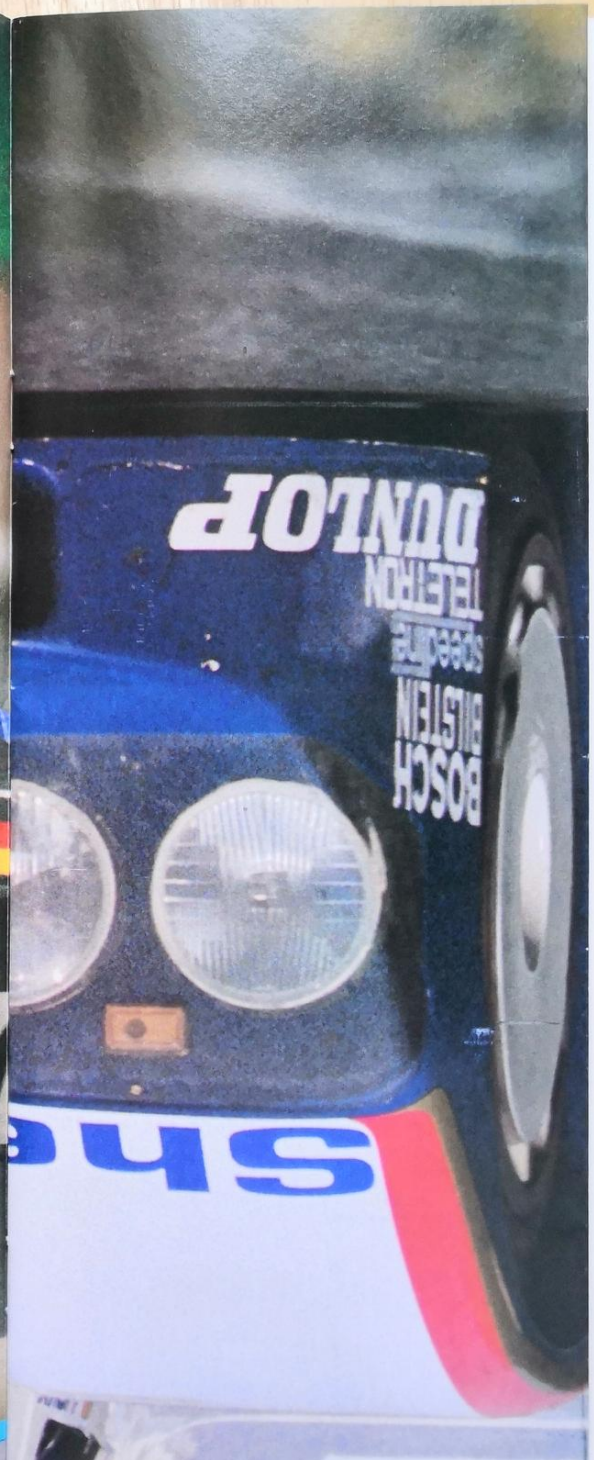
ON THE RIGHT TRACK

Alain Prost declared: "I'm leaving Renault to become world champion". Were it not for the curse which seems to descend upon French drivers as soon as they even appear to have a chance at the championship, we wouldn't hesitate to write that Prost is on the right track. Good

news never travels alone; Alain also seems to have become popular again. 12 litres of fuel in his tank when he crossed the finish line, a well-controlled race from start to finish, a pirouette to add a little excitement, it won't be long before the drivers in F1 take up the teasing remark they used to address Alain when he was in F. Renault: "Prosternons nous" ('shall we prostrate ourselves?'). And yet, F1 has nothing to gain from the domination of one man, one team. But one doesn't really feel like saying that to the Prost-McLaren-TAG trio at the moment.
(photos B. Asset and DPPI)







BLACK SUITS TYRRELL LIKE MOURNING SUITS ELECTRA. A

Bellof-Tyrrell (photo DPPI)

F.

BLACK SUITS TYRR

AND TWO MORE POINTS FOR BELLOF.

(photo DPPI)

FANATICS TO SOME, PASSIONATE LOVERS OF FORMULA ONE TO OTHERS, THEY WERE 100,000 AT IMOLA.

Surer/Arrows (photo B. Asset)

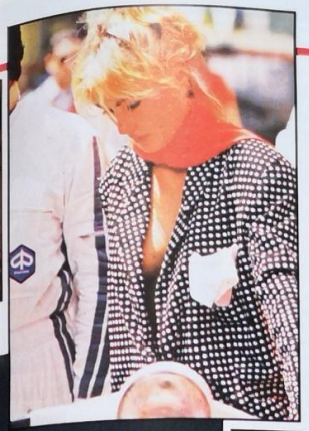
SLIDING IN THE RAIN, WITH A LITTLE RED LIGHT BLINKING AT THE REAR.

Arnoux and Alboreto/Ferrari (photo B. Asset)

THEY COULD PASS FOR TWINS, IF RENÉ DIDN'T ALWAYS DRIVE WITH HIS NOSE TO THE WHEEL.

Someone doesn't like you!

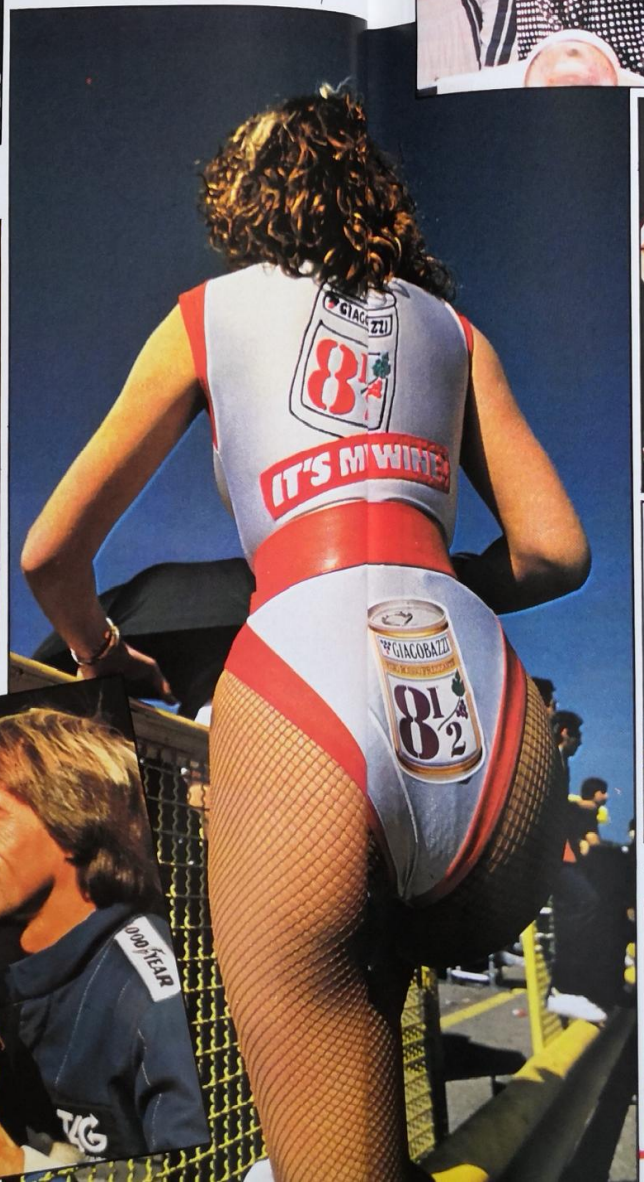
Piquet-Pizetti: the odd couple



ZOLDER

IMOLA

Ah, la bella Italia! oh, those Zoldez zippers

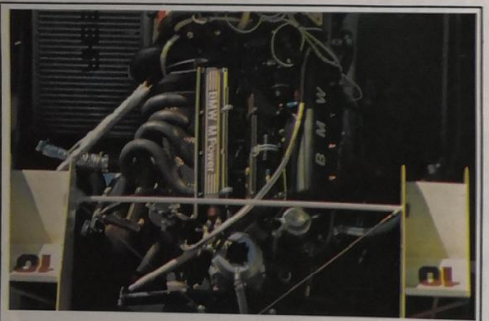


Frankenstein's kid brothers...

ALFA ROMEO EURO-RACING

22. ALFA ROMEO BENETTON/ ALFA ROMEO 184/02 (Riccardo Patrese) (I)
Zolder: 7th in qualifying, DNF in race
Imola: 10th in qualifying, DNF in race
23. ALFA ROMEO BENETTON/ ALFA ROMEO 184T/03 (Eddie Cheever) (USA)
Zolder: 1st in qualifying, DNF in race
Imola: 8th in qualifying, DNF in race
T. ALFA ROME BENETTON/ ALFA ROMEO 184T/01

Alfa's 184Ts were fitted with new two-piece nose wings at Zolder for increased downforce, while both race cars — Cheever had a new chassis — were fitted with Koni gasfilled shock absorbers. There were also instruments allowing the drivers to check their fuel consumption, although more sophisticated versions could well be seen at Dijon. Two months from now, new bodywork will appear. Cheever had a turbo break on Saturday afternoon. In order to gain an extra 300rpm on the Imola straight, the 184Ts were fitted with a new 6 speed gearbox. On Friday morning, Cheever broke a turbo on the 03 and the fuel pump on the 01, with yet another turbo failure in the afternoon.
Engine: 1500cc V8 890T Alfa Romeo, with double Avio turbocharger.
Tyres: Goodyear.



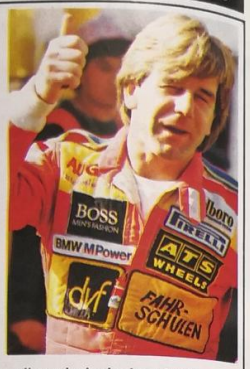
ARROWS-BMW & COSWORTH

17. BARCLAY TEAM ARROWS/ ARROWS-COSWORTH A6/4 (Marc Surer) (CH)
Zolder: 24th in qualifying, 9th in race
Imola: 16th in qualifying, DNF in race
18. BARCLAY TEAM ARROWS/ ARROWS-BMW A7/2 (Thierry Boutsen) (B)
Zolder: 17th in qualifying, DNF in race
Imola: 20th in qualifying, 6th in race
T. BARCLAY TEAM ARROWS/ ARROWS-BMW A7/1 (Boutsen) and Arrows-Cosworth A6/6 (Surer)

Making its debut at Zolder was the new Arrows-BMW A7, the two new cars both going to Thierry Boutsen for his home Grand Prix. Designed by Dave Wass, the new car has an outer layer of aluminium honeycomb around a carbon fibre inner skin. It is particularly high, forward of the cockpit, for maximum rigidity. It has pullrod front suspension, but the rear is by rockers. For Imola, it was Surer's turn to drive the new single seater, this time equipped with double AP 4 piston calipers for the front wheels, instead of the Brembos which were on the car at Zolder. Small double Lockheed calipers were on the rear axle as before.
Engines: 1500cc 4 in-line BMW M12/13, with single KKK turbocharger or normally-aspirated 3000cc V8 Cosworth DFV.
Tyres: Goodyear.

ATS-BMW

14. ATS WHEELS/ATS-BMW D7/1 (Manfred Winkelhock) (D)
Zolder: 6th in qualifying, DNF in race
Imola: 7th in qualifying, DNF in race
T. ATS WHEELS/ATS-BMW D6/3



In spite of not having a full time engineer, Gunter Schmid's team had made more modifications to its car than any other team. The whole of the rear end had been altered, with an eight centimetre spacer between engine and gearbox in order to push the radiators forward, so that they would have less effect on the air flow over the rear wing. Smaller bodywork was also fitted with lower side pods. Front and rear track had been widened, while both suspensions were modified, the rear now being operated by pullrod. This rid the car of its oversteer and made it less brutal to drive. Still in an effort to slim down the D7, the oil/water radiator layout had been changed, with the oil radiator mounted vertically, and the water radiator sloping backwards and up, on top of it. A second D7 should appear for Monaco. It should be fitted with a longer (8 cms) and lower fuel tank, which will then make the space unnecessary. At Zolder on Sunday morning, the D7 was fitted with bigger brake pads and calipers, but Winkelhock broke a turbo and was unable to test them. He used the spare D6 for warm-up, and was back in the D7 for the race.
Winkelhock used the T. D6 again for a short period of time at Imola due to an oil leak on the D7.
Engine: 1500cc 4 in-line BMW M12/13 with single KKK turbocharger.
Tyres: Pirelli.

BRABHAM-BMW

1. BRABHAM MOTOR RACING DEVELOPMENTS/BRABHAM-BMW BT53/5 (Nelson Piquet) (BR)
Zolder: 9th in qualifying, DNF in race
Imola: 1st in qualifying, DNF in race.
2 . BRABHAM MOTOR RACING DEVELOPMENTS/BRABHAM-BMW BT53/6 (Teo Fabi) (I)
Zolder: 18th in qualifying, DNF in race
Imola: 9th in qualifying, DNF in race
T. BRABHAM MOTOR RACING DEVELOPMENTS, BRABHAM-BMW BT53/3

Prior to the Belgian Grand Prix, Brabham tested a new car at Snetterton. It was a much revised BT53 with new bodywork, altered intercooler and radiator layout and different suspension. However, it wasn't an instant success, setting a time slower than that of the Toleman which was testing on the same day. According to designer Gordon Murray, this car won't be seen again before Monaco. Of the three BT53s at Zolder, chassis number six was new, while all three were equipped with an air-duct into which a supple hose, connected to a fan, was inserted during pit stops in practice, to cool the turbo. Zolder is hard on brakes, so much experimentation was taking place on that front. The spare was fitted with unsymmetrical steel Girling calipers to minimize overheating. Finally, there were new side plates on the rear wings. Practice was tough for Brabham, however. Piquet had two engines go on Friday, and Fabi one, so that both drivers took it in turns to qualify in Nelson's race car. Teo had another break on Saturday morning, and Nelson's blow-up on Saturday afternoon brought the total to five altogether. In order to check the epidemic, BMW brought in fuel directly from Germany the night before. To no avail.
Engine: 1500cc 4 in-line BMW M12/13 with single KKK turbocharger.
Tyres: Michelin.

SCUDERIA FERRARI

27. SCUDERIA FERRARI/FERRARI 126 C4/074 (Michele Alboreto) (I)
Zolder: 1st in qualifying, 1st in race
Imola: 13th in qualifying, DNF in race
28. SCUDERIA FERRARI/FERRARI 126 C4/073
René Arnoux (F)
Zolder: 2nd in qualifying, 3rd in race
Imola: 6th in qualifying, 2nd in race
T. SCUDERIA FERRARI/FERRARI 126 C4/072 - 126 C4/071 (Imola)

Chassis 074 was completely new, while 071 wasn't at Zolder, having been tested at Imola the day before official practice at Zolder began. The team's greatest dilemma was whether to use Lucas-Ferrari's semi-electronic injection or Marelli-Weber's all-electric system. But as the latter was still giving problems, the former was chosen. In order to avoid Arnoux's vapour lock problem at Kyalami repeating itself, the entire fuel systems and pipes had been checked and modified. Making a rare visit outside Italy and its Grands Prix was Harvey Postlethwaite. On Friday, Alboreto's car was fitted with carbon fibre brakes but on Saturday, all three cars were fitted with conventional discs. On Sunday, Alboreto was in possession of a new exhaust system designed to obtain more power in low revs, and to reduce the time in which the turbo's response came into play. He used it on Friday and it was then switched to Arnoux's single-seater on the Saturday. Both drivers had this system for the race. Throughout these two practice days, Alboreto was confronted with fuel consumption worries. Arnoux's engine broke down on Saturday afternoon.
Engine: 1500cc V6 126C Ferrari, with double KKK turbocharger.
Tyres: Goodyear.

LIGIER-RENAULT

25. LIGIER-LOTO/LIGIER-RENAULT JS23/02 (François Hesnault) (F)
Zolder: 23rd in qualifying, DNF in race
Imola: 17th in qualifying. DNF in race

26. LIGIER-LOTO/LIGIER-RENAULT JS23/04 (Andrea de Cesaris) (I)
Zolder: 13th in qualifying, DNF in race
Imola: 12th in qualifying, 7th in race

Chassis 04 was a brand new model, as 03 was being checked over after Kyalami. The cars were fitted with revised front suspension centred around new uprights which required a lower mounted steering rack. As on the rear suspension, there was also a new operating system for the pullrods. The Ligiers front bodywork was also modified, with a non-Delta nose section, more conventional wings being fitted. As at Lotus, the drivers had different turbos: Garretts for the Italian, KKK for the Frenchman. On Friday, Andrea broke his gearbox in the morning, while Hesnault had a small accident in the afternoon, having lost control on a kerb out of the fast right leading into the back straight. Although the damage looked slight, the car needed new corners on the right hand side, and repairs had to be made to the front of the monocoque. During Saturday's final qualifying session, both drivers broke turbos. At Imola, Hesnault broke another turbo on Friday afternoon, whilst De Cesaris was stopped by clutch failure.
Engine: 1500cc V6 EF4 Renault, with double Garrett or KKK turbocharger.
Tyres: Michelin.

LOTUS-RENAULT

11. JOHN PLAYER SPECIAL TEAM LOTUS/LOTUS-RENAULT 95T/03 (Elio de Angelis) (I)
Zolder: 5th in qualifying, 5th in race
Imola: 11th in qualifying, 3rd in race
12. JOHN PLAYER SPECIAL TEAM LOTUS/LOTUS-RENAULT 95T/02 (Nigel Mansell) (GB)
Zolder: 10th in qualifying, DNF in race
Imola: 18th in qualifying, DNF in race
T. JOHN PLAYER SPECIAL TEAM LOTUS/LOTUS-RENAULT 95T/01

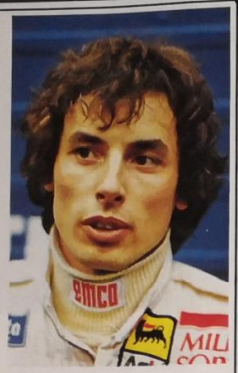
The Lotuses were fitted with their old-style bodywork, first seen during testing at Rio. The bodywork used during the Brazilian GP itself was more efficient, but its air flow into the radiators wasn't guaranteed, hence the use of the older bodywork. The one novelty was a little radiator between fuel tank and fuel pump to warm the fuel so that ice wouldn't form and block the fuel pump. The two engines in the two cars were different in that de Angelis's was fitted with large Garretts, and Mansell's with small Garretts. The spare had KKK turbos. On Friday morning, de Angelis broke a driveshaft, and then the gearbox in the spare.
For Imola, the 95Ts were fitted with a reinforced roll bar.
Engine: 1500cc V6 EF4 Renault, with double Garrett or KKK turbocharger.
Tyres: Goodyear.

McLAREN-TAG

7. MARLBORO McLAREN INTERNATIONAL/McLAREN-TAG MP4/2-2 (Alain Prost) (F)
Zolder: 8th in qualifying, DNF in race
Imola: 2nd in qualifying, 1st in race.
8. MARLBORO McLAREN INTERNATIONAL/McLAREN-TAG MP4/2-3 (Niki Lauda) (A)
Zolder: 14th in qualifying, DNF in race
Imola: 5th in qualifying, DNF in race.
T. MARLBORO McLAREN INTERNATIONAL/McLAREN-TAG MP4/2-1

The McLarens were fitted with new rear wings at Zolder, although on the first day of practice, there were only two in existence, a third being made up for Saturday. The cars were also fitted with two-piece front wings. At Kyalami, only one car had McLaren-made calipers for SEP carbon fibre discs, but now that new front uprights have been made, all three cars are fitted with the factory-built calipers. Lauda suffered the beginnings of a small fire on Friday afternoon and gearbox trouble on Saturday which prevented him from doing more than a few minutes of the second qualifying session. Prost, meanwhile, had electrical problems which caused no less than three spins in second qualifying. Saturday night, Mansour Ojjeh sent his private jet to Michelin's base in Clermont-Ferrand to pick up twelve extra sets of tyres, for use in the final warm-up tests.
Engineer John Barnard was absent at Imola. He is working on several modifications in view of upcoming races. Friday morning, Lauda broke an engine after a water leak had flooded his cockpit, and in the afternoon Prost used the spare car for qualifying because of ignition problems with his own car, which he used the next day.
Engine: 1500cc TAG P01 V6, with double KKK turbo.
Tyres: Michelin.

OSELLA-ALFA ROMEO



24. KELEMATA OSELLA SQUADRA CORSE/OSELLA-ALFA ROMEO FA1F/2 (Piercarlo Ghinzani) (I)
Zolder: 20th in qualifying, DNF in race
Imola: DNQ.
30. KELEMATA OSELLA SQUADRA CORSE/OSELLA-ALFA ROMEO FA1E/2:
Jo Gartner (A)
Imola: 26th in qualifying DNF in race.

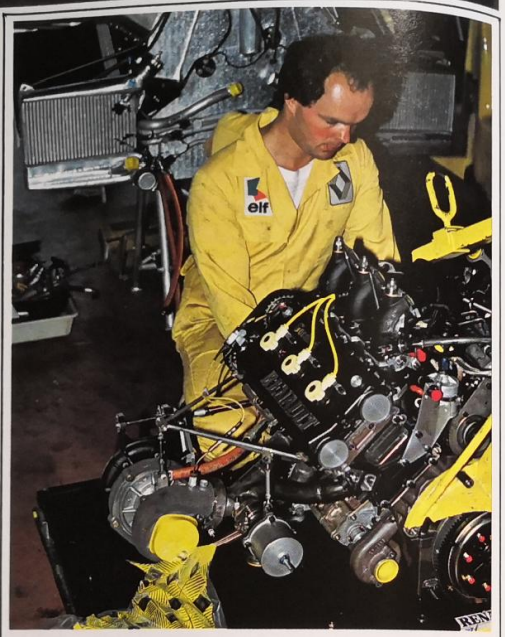
It was a surprise to find Piercarlo Ghinzani at Zolder bearing almost no evidence of his horrific accident at Kyalami. However, there was a new Osella to replace the wrecked Alfa. The new car weighed only 557 kilos, 20 kilos less than the old car. Five kilos had been gained on the chassis which incorporated the carbon fibre suspension framework, whereas that framework had previously been a separate unit. More had been gained with a titanium rollover bar and repositioned titanium exhausts. Instead of being oval and placed under the driveshafts, the exhausts were rounded, and exited beneath the upper wishbones. Many other detail parts were lighter, such as the fuel catch tank, lighter bodywork and new radiator supports.

An antediluvian 1983 FA1F was back on the scene for Imola, with a V12 normally-aspirated Alfa Romeo engine. It was the same kind that was seen at the last Silverstone Grand Prix, designed by Tony Southgate. Jo Gartner achieved the incredible feat of actually qualifying the car, which Ghinzani didn't quite manage as he had mechanical problems on Saturday afternoon. His FA1F was seen with the former kind of exhaust pipes which come out from under the differential shaft. This time they were made out of titanium instead of steel.
Engines: 1500cc V8 890T Alfa Romeo, with double Avio turbocharger, or, 3000cc normally-aspirated V12 Alfa Romeo.
Tyres: Pirelli.

RAM-HART

9. SKOAL BANDIT RAM AUTOMOTIVE/RAM-HART 02/1 (Philippe Alliot) (F)
Zolder: 27th in qualifying, DNQ
Imola: 23rd in qualifying, DNF in race
10. SKOAL BANDIT RAM AUTOMOTIVE/RAM-HART 02/2
Jonathan Palmer (GB)
Zolder: 26th in qualifying, 11th in race
Imola: 25th in qualifying, DNF in race

Palmer's new 02 chassis made of carbon fibre and aluminium honeycomb combined was ready for Zolder, a car similar to that used by Alliot since the beginning of the season. Both cars showed the fruits of RAM's hard labour since Kyalami: smaller bodywork for improved straight line speed including a lower nose and less tall side pods which were also modified due to revised radiator lay-out for improved cooling. Front and rear suspension had been changed for reasons of reliability.
Friday was hard for the team: gearbox and then a turbo giving Palmer trouble, while Alliot suffered clutch trouble. And while Saturday morning's warm-up showed improvement, Alliot's engine went at the end of the session, so he was to share Palmer's in the afternoon. But when that time came, the turbo had blown and the Frenchman didn't qualify.
Both drivers broke their engines on Friday morning at Imola. Alliot, qualified once again, using Palmer's car in the afternoon, his Hart proved impossible to start up.
Engine: 1500cc 4 in-line 415T Hart, with single Holset turbocharger.
Tyres: Pirelli.



RENAULT SPORT

15. RENAULT-ELF/RENAULT RE50/05 (Patrick Tambay) (F)
Zolder: 12th in qualifying, 8th in race
Imola: 14th in qualifying, DNF in race
16. RENAULT-ELF/RENAULT RE50/04 Derek Warwick (GB)
Zolder: 4th in qualifying, 2nd in race
Imola: 4th in qualifying, 4th in race
T. RENAULT-ELF/RENAULT RE50/03

Tambay's 05 chassis was new at Zolder. Both Renaults had the original bodywork seen at their presentation last December: side pods without louvres used in the heat of Rio and Kyalami. On Friday, Warwick used SEP carbon fibre discs in conjunction with Renault-made calipers whose size had required modifications to be made to the team's Speedline Wheels. On Saturday, the car's brakes were conventional again, but instead, it was fitted with a system to take on water, similar to that found on the McLarens in 1983. As this car had been fitted with its race engine the previous evening, Warwick used the spare on Saturday, only to fall victim to electrical problems in the afternoon, while Tambay's turbo was giving him irregular boost.
On Friday, Warwick used the Renault SEP carbon calipers and on Saturday, he went back to using Brembo calipers with steel discs. He broke a turbo during the first timed practice, the same happened to Tambay during the second timed practice. On Saturday, he used the T. car as his single-seater's engine was only ready the night before the race.
Engine: 1500cc V6 EF4 Renault, with double Garrett turbocharger.
Tyres: Michelin.

SPIRIT-HART

21. SPIRIT RACING/SPIRIT-HART 101B/1 (Mauro Baldi) (I)
Zolder: 25th in qualifying, DNF in race
Imola: 24th in qualifying, 9th in race
T. SPIRIT RACING/SPIRIT-HART 101B/2

The Spirit team had a spare car for the first time this year: a new car but exactly the same as the car seen in South Africa and Rio. Although it was expected to have pullrod front suspension, lack of time prevented this. Baldi used the spare car on Saturday because of electrical problems with his race car.

At Imola the 101Bs were seen with different wings in which there was a 140cm central wing flap above the engine, as on the Tolemans.
Engine 1500cc 4 in-line Hart, with single Holset turbocharger.
Tyres: Pirelli.

TYRRELL-COSWORTH

3. TYRRELL RACING ORGANISATION/TYRRELL-COSWORTH 012/3 (Martin Brundle) (GB)
Zolder: 22nd in qualifying, DNF in race
Imola: 22nd in qualifying, 11th in race
4. TYRRELL RACING ORGANISATION/TYRRELL-COSWORTH 012/1 (Stefan Bellof) (D)
Zolder: 21st in qualifying, 6th in race
Imola: 21st in qualifying, 5th in race

T.TYRRELL RACING ORGANISATION/TYRRELL-COSWORTH 012/2

The Tyrrells were again fitted with the high downforce rear wing — with side winglets — as seen in Rio but not Kyalami. There were no other modifications, but it was interesting that the Tyrrells' reliability and tyre wear allowed them to cover more laps than almost any other car in each session. Bellof's black car was sponsored by Maredo, a chain of German steakhouses.
This time at Imola it was Brundle who had the backing of a new sponsor: De Longhi, a company which manufactures electric heaters. Bellof's 012/1 was equipped with a special hub-carrier so that larger AP calipers could be fitted. The rear axle was still using the Lockheed system. The young German's engine blew on Saturday morning.
Engine: Normally-aspirated 3000cc V8 Cosworth DFY.
Tyres: Goodyear.

TOLEMAN-HART

19. TOLEMAN GROUP MOTORSPORT/TOLEMAN-HART TG183B/4 (Ayrton Senna) (BR)
Zolder: 19th in qualifying, 7th in race
Imola: DNQ.
20. TOLEMAN GROUP MOTORSPORT/TOLEMAN-HART TG183B/3 (Johnny Cecotto) (YV)
Zolder: 16th in qualifying, DNF in race
Imola: 19th in qualifying, DNF in race
T. TOLEMAN GROUP MOTORSPORT. TOLEMAN-HART TG183B/2

The only modification to the soon-to-be-retired Tolemans was the return of the high downforce nose profile not used at Kyalami. The new car won't be seen until Dijon, but it is described in our two page technical feature. The side pods may well be modified between now and then, because of cooling problems.
At Imola, the TG183Bs were only first seen on the track during Saturday morning, there was a conflict between the British team and its tyre supplier, Pirelli (see Extra Extra).
Engine: 1500cc 4 in-line 415T Hart, with single Holset turbocharger.
Tyres: Pirelli.

WILLIAMS-HONDA

5. WILLIAMS GRAND PRIX ENGINEERING/WILLIAMS-HONDA FW09/03 (Keke Rosberg) (SF)
Zolder: 15th in qualifying, DNF in race
Imola: 3rd in qualifying, DNF in race
6. WILLIAMS GRAND PRIX ENGINEERING/WILLIAMS-HONDA FW09/04 (Jacques Laffite) (F)
Zolder: 3rd in qualifying, 4th in race
Imola: 15th in qualifying, DNF in race
T. WILLIAMS GRAND PRIX ENGINEERING/WILLIAMS-HONDA FW09/05

The Williams were outwardly unmodified at Zolder, although Rosberg's FW09 side pods were divided in two at the front, while Patrick Head admitted to having modified the transmission in an effort to iron out ever-present understeer, although the exact details of the mods weren't forthcoming. On Friday, Laffite broke one engine and Rosberg two, due, it seems, to a fuel-flow problem.
At Imola, the FW09s were unchanged and Patrick Head announced that certain changes in streamlining will take place for the Grand Prix at Dijon, with perhaps McLaren-like rear bodywork.
Engines: 1500cc V6 RA163-E Honda, with double Ihi turbocharger.
Tyres: Goodyear.

FULL OF PROMISE

Alen and Fiorio felt a new wind blow. A wind from France... (R. Klein)

THERE WAS TALK OF DREAMS AND OF MIRACLES, AND WHEN VATANEN FOUND HIMSELF IN THE LEAD WE TREMBLED FOR HIM. HIS CAR? A FOUR WHEEL DRIVE PEUGEOT 205 TURBO 16. IT WAS ITS FIRST TIME OUT AND IT WAS ALREADY AHEAD OF ALL THE LANCIAS. STRUCK BY THIS THUNDERBOLT ON WHEELS, THE WORLD OF RALLYING CAME TO ITS SENSES ON SATURDAY MORNING. BOTH FEET ON THE GROUND. THE DREAM HAD PASSED, LANCIA HAD WON. BUT NOTHING WAS EVER GOING TO BE THE SAME AGAIN...

by Cyril Frey

The last leg of the Corsican Rally (Tour de Corse) has just started. To everyone's surprise, Ari Vatanen is leading it at the wheel of the brand new Peugeot. One minute forty seven seconds, that is the difference between him and Markku Alen (Lancia), the only potential threat as they start the twentieth special stage at dawn on Saturday. Like yesterday, torrential rains have soaked the Corsican asphalt, making the taming of these ten thousand mountainous curves, for which the island test is famous, risky business indeed. Vatanen has no choice but to attack, knowing that Alen would not want to see the day when the Lancia team would be humiliated by the superiority of the French. But suddenly, the radio-helmet with which he maintains contact with his team-mate Terry Harryman goes dead. The incident troubles Ari's concentration just when he needs it most, working to wind his way smoothly through a treacherous series of hairpin curves. The night-time stopover in Calvi has somewhat interrupted the rhythm which had kept him in the lead all of the day before; now, instinctively, he is going fast, very fast, without yet being truly engaged in the race. The light of day is slow to appear, and after nine kilometres the road surface changes quite drastically: the asphalt is of inferior quality, reddish, bumpy and naturally slippery. Ari is in fourth gear coming into a curve where a good-sized puddle awaits him. He brakes and is about to downshift when he loses control of the 205. Like an improvised motorboat, the four wheel drive car shoots along and hits the rocky cliffside on the left, sending it towards the ravine where it plunges in a tumble usually associated with Hollywood stuntmen. There is a God for rallymen, and most especially for Vatanen. At that point, the difference in level is only a few metres, ten at the most. When the Peugeot finally stops its wild downward trajectory, the drivers, for the most part unhurt, are able to hurry their way out of their harnesses and extricate themselves from the crumpled mass of metal which is beginning to burn. In a matter of minutes, there is nothing left of car number 4. The dream has ended for the French team; at Lancia, the nightmare nearly happened and didn't. Alen can ease up and handily win his second straight Tour de Corse; the world championship has become a race again.

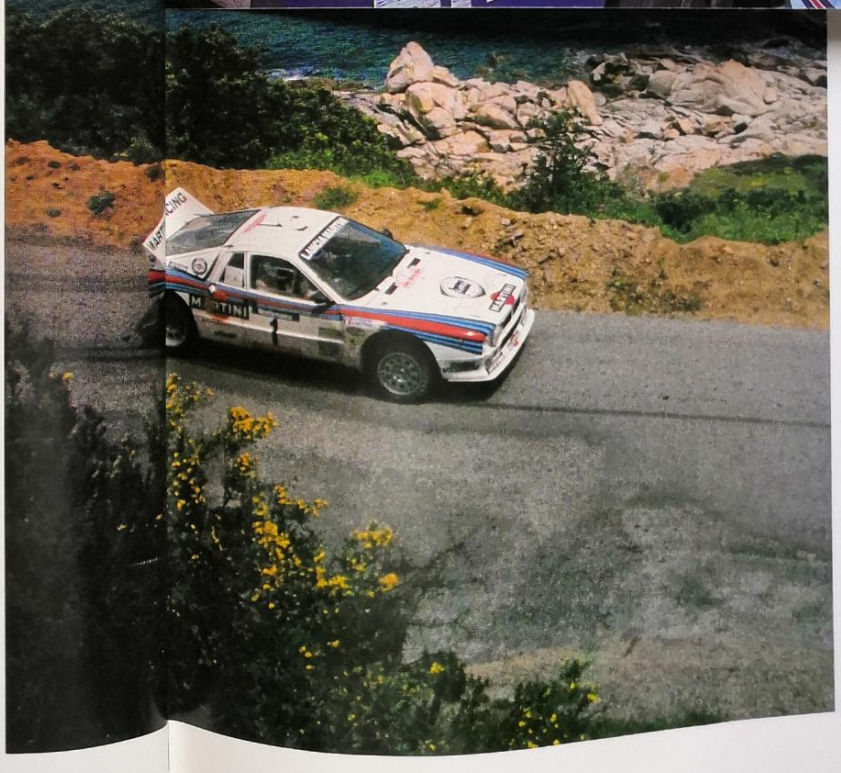
TODT AND FIORIO HAVE A COMMON ENEMY: AUDI

Everything started on Thursday morning with a grimace on the face of Cesare Fiorio, the mentor of the Martini-Lancia team. He had just found out what the Peugeot's time was in the second special stage of the rally. Delivering a numbing blow to Alen, Andruet, Vudafieri, Biasion and Bettega, Vatanen had the fastest time, in spite of the fact that the day before, Jean Todt, his boss, had admitted to not really expecting any spectacular results before the Acropolis Rally. The following hours were to see a marvellous Bettega on top, he being fastest among his rivals on tarmac. Extremely unpleasant weather conditions in the eighth special stage were his downfall, as well as casting a doubt over the Lancias. Swimming through a thick fog, Attilio hit and suffered a puncture. The Italian cars had chosen to go out on tyres which proved to be too hard, a mistake which also ended up costing Massimo Biasion his second place. For Bettega, it was an incident which lost him twenty minutes. His spare tyre was not enough to get him out of trouble and two new punctures obliged him to wait: first for the arrival of Vudafieri, then for that of the Lancia helicopter which was finding landing in the fog impossible. There was more bad luck plaguing Cesare Fiorio's team. In the same stage, Alen was afflicted with clutch problems. Meanwhile, the sun was shining at Peugeot, where they finished first and second and took over the lead.

Following the accident of their leader, the entire Peugeot team concentrated their efforts on helping Nicolas, who, after an unfortunate series of punctures, was engaged in an impressive comeback. It was then that Todt and Fiorio discovered they had a common enemy: Audi. Walter Röhrl's new Sport-Quattro had been the victim of an unexpected early retirement, and only Stig Blomqvist, fourth on Saturday morning, was still in amongst the front runners. A Lancia victory became all the more significant with the distant position in the points of the first of the Audis. All, of course, thoughts which occur only when one has the world championship in mind. With Nicolas eyeing Stig's spot, everything was in place for the realization of a sort of sacred union between the rivals of the day before. Which gave rise to the following delicious scene: Fiorio advising Nicolas on the choice of his tyres for the last, and decisive, 86 km special stage! Sparing nothing of himself in his efforts, Jean-Pierre achieved his goal with a handful of seconds, Peugeot was at least fourth, and Audi fifth. The joy of the driver from Marseille was equalled only by that of Cesare, who congratulated him warmly at the finish... Third place went to Jean Ragnotti, whose Renault 5 Turbo seemed to have a new lease of life. In spite of which Peugeot still managed to steal the show from Renault. All the evidence suggests that the 205 Turbo 16 is much more than just a well-bred car. Leaving aside the problems J.P. Nicolas had with excessive heating of his brake discs, and his famous punctures, the technical team, superbly choreographed by Andre de Cortanze, had no major problems to deal with. They even spared themselves the routine changes of gearboxes and differentials, *"to see how far it can last"*. The experience was rich in promise for the second biggest French automobile manufacturer, still basking in the commercial success of its "civilian" 205 (currently the best selling car in France). Peugeot seems to have the wind in its sails at the moment. It's now a certainty that the technical choice made by Jean Todt was the right one, even if Roland Gumpert persists in maintaining that the front engine of the Audi is preferable:

"It's not ideal for the asphalt, but overall in a world championship, with most of the rallies taking place on gravel, there is no

ECONOMISER UN PLEIN D'ESSENCE.



A fantastic early race for Attilio Bettega, stricken later by bad luck. One day he may win. (DPPI)

dar. What's more, the reports on the 1984 edition of the Swedish Rally were excellent. Germany, from which so many top rallying teams come to compete, is also in line for a place in the world championship with its Hunsrück Rally. Talk at the moment centres around diminishing the international calendar, thereby avoiding the non-stop escalation which has become, regrettably, the case in Formula One. Fewer will be chosen, and therefore only the best will find a place in the championship. We hope that that will be the International Federation's attitude when the time comes to take decisions.

The issues brought up in Corsica are more complex than a simple motor racing problem. What is in question is the relationship the island has with the rest of the French population. Bear in mind that Corsica is alone in having a parliamentary assembly which is elected by direct balloting: a detail, but one which reveals something of the separateness of these people, who are so often at odds with the Paris government. There are separatists in Corsica; a minority, to be sure, but one which makes its presence felt enough to worry sponsors, who are not falling all over themselves to back the Tour. With a budget (£250,000 approximately) that is inferior to that of other rallies, it's true that the Corsican event does not have all possible advantages working for it. But how might the situation change? At the moment, the best advance men for the Tour de Corse are the drivers themselves, who don't want to see the demise of the only rally in the world championship which is run entirely on asphalt. In spite of it all! □

182 FRANCS D'ECONOMIE
UNE RELIURE GRATUITE

GRAND PRIX INTERNATIONAL

GRAND PRIX INTERNATIONAL MAGAZINE
PARAIT UN JEUDI SUR DEUX

FORMULE 1
GROUPE C
RALLYES
ETATS-UNIS

GRAND PRIX INTERNATIONAL MAGAZINE - PARAIT 25 FOIS PAR AN : 21 NUMEROS A 22 FRANCS ET QUATRE NUMEROS SPECIAUX A 30 FRANCS, SOIT 582 FRANCS.

PRIX DE L'ABONNEMENT : 400 FRANCS PAR AN POUR LA FRANCE AUPRES DE **GRAND PRIX INTERNATIONAL**, SERVICE ABONNEMENTS, 7, RUE DE LILLE, 75007 PARIS, EN RENVOYANT CE COUPON ACCOMPAGNE D'UN CHEQUE BANCAIRE, D'UN CHEQUE POSTAL OU D'UN MANDAT-LETTRE A L'ORDRE DE **GRAND PRIX INTERNATIONAL.**

NOM ..... PRENOM .....

ADRESSE COMPLETE .....

.....

CODE POSTAL .....

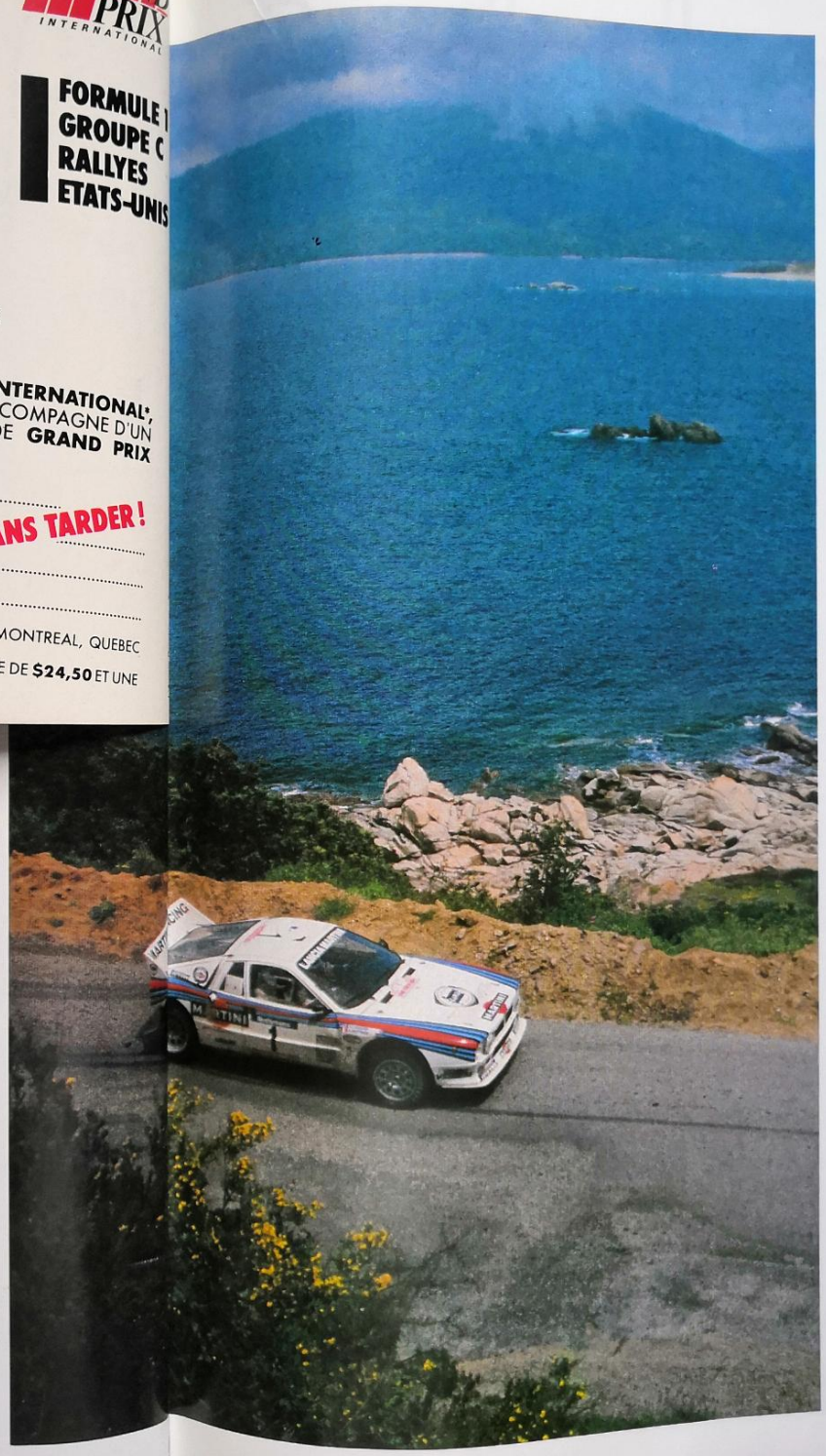
ABONNEZ-VOUS SANS TARDER !

CANADA : ABONNEMENTS AUPRES DES EDITIONS CANADIENNES-GPI, 387 SAINT PAUL OUEST, BUREAU 204, MONTREAL, QUEBEC H2Y 2A7.
TARIF DE L'ABONNEMENT : **$98** POUR 25 NUMEROS A **$4,50** ET 4 NUMEROS SPECIAUX A **$7**, SOIT UNE ECONOMIE DE **$24,50** ET UNE RELIURE GRATUITE.
TARIF AVION SUR DEMANDE. *450 FRANCS PAR AN POUR L'ETRANGER.

sending it towards the ravine where it plunges in a tumble usually associated with Hollywood stuntmen. There is a God for rallymen, and most especially for Vatanen. At that point, the difference in level is only a few metres, ten at the most. When the Peugeot finally stops its wild downward trajectory, the drivers, for the most part unhurt, are able to hurry their way out of their harnesses and extricate themselves from the crumpled mass of metal which is beginning to burn. In a matter of minutes, there is nothing left of car number 4. The dream has ended for the French team; at Lancia, the nightmare nearly happened and didn't. Alen can ease up and handily win his second straight Tour de Corse; the world championship has become a race again.

TODT AND FIORIO HAVE A COMMON ENEMY: AUDI

Everything started on Thursday morning with a grimace on the face of Cesare Fiorio, the mentor of the Martini-Lancia team. He had just found out what the Peugeot's time was in the second special stage of the rally. Delivering a numbing blow to Alen, Andruet, Vudafieri, Biasion and Bettega, Vatanen had the fastest time, in spite of the fact that the day before, Jean Todt, his boss, had admitted to not really expecting any spectacular results before the Acropolis Rally. The following hours were to see a marvellous Bettega on top, he being fastplace for the realization of a sort of sacred union between the rivals of the day before. Which gave rise to the following delicious scene: Fiorio advising Nicolas on the choice of his tyres for the last, and decisive, 86 km special stage! Sparing nothing of himself in his efforts, Jean-Pierre achieved his goal with a handful of seconds, Peugeot was at least fourth, and Audi fifth. The joy of the driver from Marseille was equalled only by that of Cesare, who congratulated him warmly at the finish... Third place went to Jean Ragnotti, whose Renault 5 Turbo seemed to have a new lease of life. In spite of which Peugeot still managed to steal the show from Renault. All the evidence suggests that the 205 Turbo 16 is much more than just a well-bred car. Leaving aside the problems J.P. Nicolas had with excessive heating of his brake discs, and his famous punctures, the technical team, superbly choreographed by Andre de Cortanze, had no major problems to deal with. They even spared themselves the routine changes of gearboxes and differentials, *"to see how far it can last"*. The experience was rich in promise for the second biggest French automobile manufacturer, still basking in the commercial success of its "civilian" 205 (currently the best selling car in France). Peugeot seems to have the wind in its sails at the moment. It's now a certainty that the technical choice made by Jean Todt was the right one, even if Roland Gumpert persists in maintaining that the front engine of the Audi is preferable:
"It's not ideal for the asphalt, but overall in a world championship, with most of the rallies taking place on gravel, there is no better formula."



A fantastic early race for Attilio Bettega, stricken later by bad luck. One day he may win. (DPPI)

Will the Acropolis Rally prove him wrong? As far as being a world championship event is concerned, the Tour de Corse may have breathed its last. The less than exemplary marks it was given by FISA observers in 1983 will most certainly not be bettered in the comments on 1984. Undeniably, progress has been made at the organizational level. On the other hand, it was intolerable that Bettega find himself, in the middle of the fourth special stage, face to face with an oncoming Golf GTI. To add insult to injury, a little later he was forced to overtake a truck, all of this on a road which was theoretically closed to traffic. Such terrible gaps in the organization of the rally could have been the cause of a fatal double accident. They will certainly serve the ongoing campaign of the Tour de France supporters.
As for Jean-Marie Balestre, president of FFSA (and, incidentally, of FISA), his position is a delicate one. The campaign to reelect him as head of the national federation could make good use of the demise of the Tour de Corse, especially when one considers the number of local automobile clubs whose territory a Tour de France would cross. The accusation has been advanced by some. To which Balestre answers that his only desire is to ensure that his country is represented by a rally worthy of its name in the world championship, no matter which rally it is. But honour is at stake. The marks given to the Tour de Corse worry him, especially now that the Swedish Rally, absent for the past four years from the world makes championship, is putting on pressure and looking to the 1985 calendar. What's more, the reports on the 1984 edition of the Swedish Rally were excellent. Germany, from which so many top rallying teams come to compete, is also in line for a place in the world championship with its Hunsrück Rally. Talk at the moment centres around diminishing the international calendar, thereby avoiding the non-stop escalation which has become, regrettably, the case in Formula One. Fewer will be chosen, and therefore only the best will find a place in the championship. We hope that that will be the International Federation's attitude when the time comes to take decisions.
The issues brought up in Corsica are more complex than a simple motor racing problem. What is in question is the relationship the island has with the rest of the French population. Bear in mind that Corsica is alone in having a parliamentary assembly which is elected by direct balloting: a detail, but one which reveals something of the separateness of these people, who are so often at odds with the Paris government. There are separatists in Corsica; a minority, to be sure, but one which makes its presence felt enough to worry sponsors, who are not falling all over themselves to back the Tour. With a budget (£250,000 approximately) that is inferior to that of other rallies, it's true that the Corsican event does not have all possible advantages working for it. But how might the situation change? At the moment, the best advance men for the Tour de Corse are the drivers themselves, who don't want to see the demise of the only rally in the world championship which is run entirely on asphalt. In spite of it all! □

A TEAM IS BORN

THERE HAS BEEN AN INVASION IN THE WORLD OF RALLYING. THE NEW-COMERS HAVE THE LOOK OF WELL-BEHAVED CHILDREN ABOUT THEM, STUDIOUS BACK-TO-

schoolers on the first day of classes. The people from Peugeot are not very relaxed. They are forever warning you away: *"Don't expect too much from us, we're here to learn."* And their daddies are here with them: Jean-Paul Parayre, Jean Boillot, Vic Dial, all the top brass from their Paris headquarters are here to lend their support to the man from Boulogne, former co-driver become team manager, the clever Jean Todt. As the inevitable hour approached, he went through the entire gamut of human emotion: tense, prudent, impatient, heart beating wildly when Vatanen got to the "stop" control in the first special stage, reassured, relieved, confident when he had his time. Fifth place. And Nicolas not far behind. And then there was the service: the first in real race conditions by Peugeot's 'new look' team. First of many surprises. Not a trace of panic or turmoil, the pneumatic drills whirred in unison, the orchestra leader, out in the field, was de Cortanze. He was the very image of his troops, which is to say of Olympian serenity. The various tasks are perfectly distributed, there is no tripping over cables and wheels. Jacques Levacher, who was at Chardonnet during the grand Darniche days, watches like a hawk. Jean-Pierre Boudy, emigrated from the Renault Formula One team, inspects the engines: there won't be much work for him during this rally. In a corner, Jean Todt watches, silently, drawing up a first classification. On the drivers' side, there is calm (Vatanen) and not so calm (Nicolas) *"It's understeering heavily going into the corners. The brakes? The last six kilometres, I had the pedal to the floor. But things are O.K. The Audis are behind, did you see? I heard that Röhrl is having problems with his oil pressure."*

The gears seem to be well oiled, in any case, among the members of the new French team. Next stage. Just before the times come in, a little tour over to Lancia. Fiorio speaks: *"The Peugeot's results in the times? I am a little disappointed. I expected something better."* Two minutes later, Cesare is looking at the results from the second special stage. Who has the best time? *"Vatanen. But our cars had some problems. Especially Bettega, with his brakes."* Attilio leads the field, however, until the eighth stage. On that Thursday, the narrow Corsican roads echo with the unmistakable sound of the little 205 GTIs which Peugeot has made available to the journalists. The press is to be looked after, even more so, perhaps, because such was not the case in the past. Time passes, and thick fog settles on the mountainside. This famous eighth stage upsets the hierarchy, and Vatanen emerges as the leader. Already! Some emotional flutters in the backup team, they hardly dare believe it, it's heady stuff but they keep their feet on the ground. Nicolas hits and punctures. He waves goodbye to his second place, and from far back starts a charge upwards. In Bastia, on Thursday night, Ari is smiling, assailed, blinded by flashguns, welcomed by his wife Rita. A lead of five minutes is a big one. The team physician, Jean Duby, checks his condition. Apparently perfect. *"The car is so easy to drive..."* Vatanen could be an Olympic cross-country skiing champion, so said the doctor who put him through a series of tests in Paris. It's true that in between rallies not a day goes by when the Finn doesn't put in at least a twelve kilometre run in the British suburb he inhabits. At the Lancia service point, the mood is less jovial. The big boss at Abarth, Mr. Massimello, manages to look dignified while bemoaning the misfortunes of his team. With Fiorio: *"1984 is a cursed year for us. As of the eighth special, where Biasion and Bettega hit, we have two bent cars... And Alen is complaining, so... We're fighting among ourselves. What Peugeot is achieving is good, but without the problems we've had we would be in front. And each time, we come up against a team which has concentrated its efforts on one rally. Toyota in Kenya, Peugeot here."*

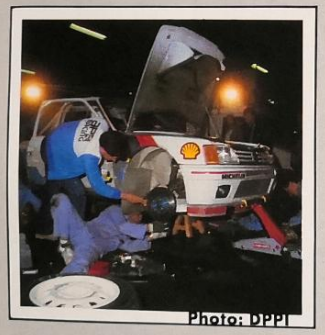


Photo: DPPI

"Not so", replies Jean Todt, at a distance. *"For three months now, our guys have been working twenty hours a day, they're no more rested than any member of the Lancia team."* On the Italian side, they're changing gearboxes hand over fist. It's a quick intervention which takes only eleven minutes, so why do without it?

Friday, second leg. The rain gets harder and harder, and before Corte, Vatanen has a puncture. *"For a spare tyre I had only a slick. Under those conditions, it wasn't easy to get to the finish while going fast."* His lead on Alen drops to 1'20". That night, in Calvi, everyone gets ready for Saturday's big shock, the 80 km stage which ends the rally. There are forty minutes of servicing before Calvi. At Lancia they change everything again. In Turin, the best gearbox is a new gearbox. At Peugeot, they hardly touch anything. Only the brake discs and the suspension are replaced. Not one gearbox has been changed since the beginning, not one differential. *"The car is as fresh as when it started"*, are the comments around André de Cortanze. Is the Turbo 16 unbreakable? *"For the moment... What's more, the four wheel drive transmission isn't wearing the tyres."* The ballet continues, well regulated, no errors. They're fighting for victory, and it's the first time the team has seen real competition. Not as young as all that, these newcomers! But what's going on across the road? Over there, the yellow trucks of the "HB Audi Team" and a morose, bearded chap. Roland Gumpert would like to look serene, but the too-rapid retirement of his latest baby, the 400-plus horsepower Sport Quattro, has stuck in his throat like a fishbone. A thermostat that was blocked during the first stage, an engine which overheated, and broke in the eighth, a turbo on fire: exit Walter Röhrl. *"It's too bad, because otherwise, Walter would have won this rally easily."* Such declarations leave us pensive. Without doubt, Gumpert must know some things we don't, but all the same... Yes, Blomqvist went well with the normal Quattro. Röhrl, who isn't afraid of anyone on tarmac, was capable of doing even better. But one needs to be the team-manager at Audi to declare that, in its first time out, the Quattro Sport would have had a substantial lead on both Peugeot and Lancia. Gumpert took up a refrain which we feel we're beginning to know:

"We don't have enough time to prepare properly, from one rally to the next. It's a handicap to be competing in every race of the championship the way we are." We didn't go ask Todt for his comments!

Saturday morning, the dawn is bleak, as they often are, and sounds the death knell for the French hopes and dreams. Ari goes off, Markku wins. Fiorio is jubilant and is in top form again. Would that Nicolas could overtake Blomqvist, and his joy would be complete. Mission accomplished for the "fat man", as he is insolently called; at the end of the day, Cesare thinks he likes them, these people from Peugeot.

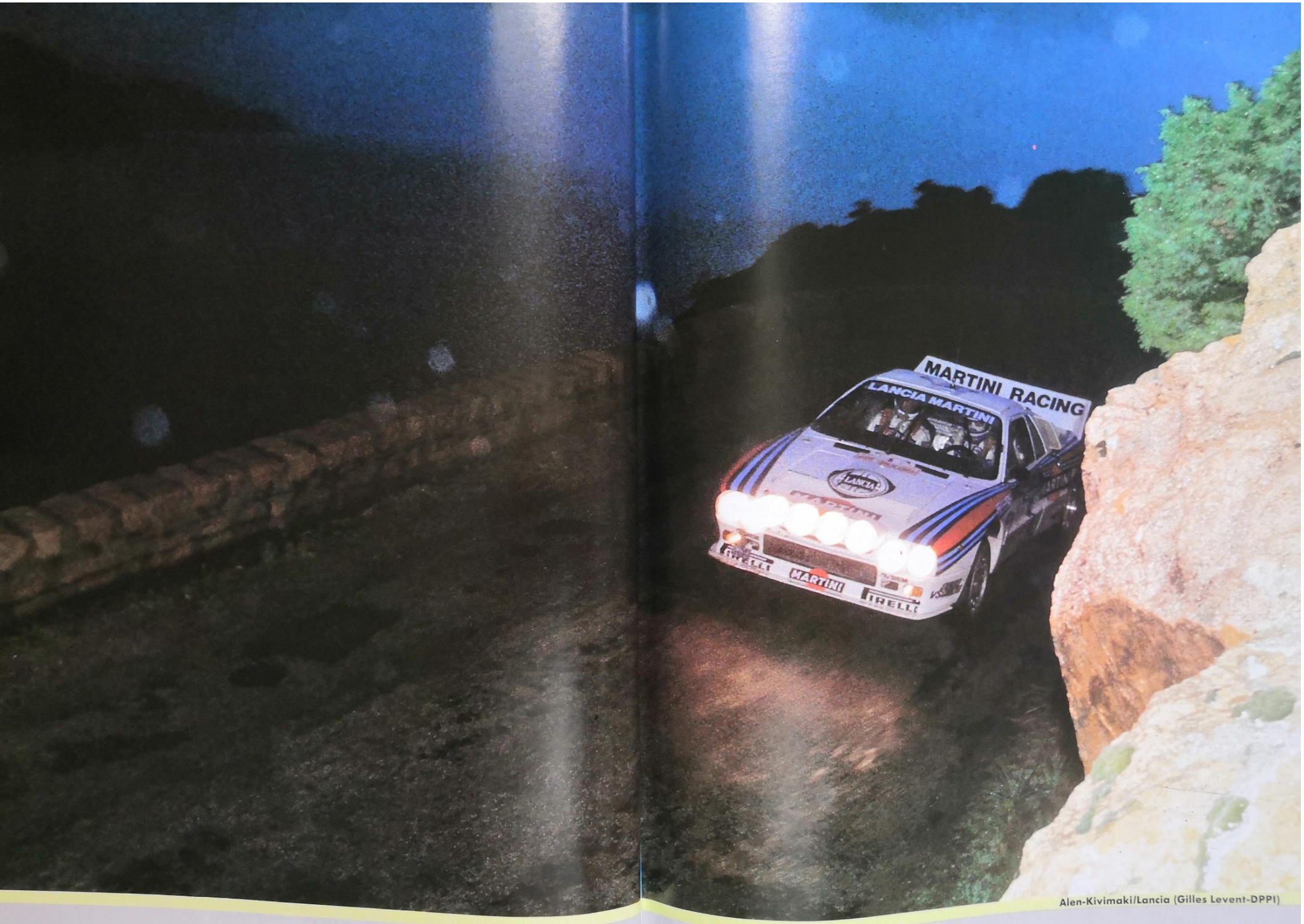
Around 18:00, at Ajaccio airport, a little red and white helicopter lands far away from prying eyes. In town, the winners are celebrating. Here, two men and a woman are arriving from Calvi. Ari Vatanen's arm is in a sling, he smiles, but it is a rather sad smile. *"I'm very disappointed, I ruined the hopes of an entire team... Not concentrated enough..."* The Peugeot men in blue congratulate him, insist that it was a fabulous race. Dr. Duby examines the X-Rays and diagnoses a fracture of the tip of the shoulder blade. If all goes well, ten days of rest should take care of it. Ari will be at the Acropolis, where he has been victorious twice. He tells about the accident, the shock, the fire. *"We should try to find out why the car burned so quickly"*, he says.

He asks about Nicolas. Fourth?

Fantastic! Ah, well, it's not off to such a bad start, this Peugeot adventure. They were lucky, after all, Ari and Terry: they got away with more of a fright than anything else. They took care of shaping the story of the 1984 Tour de Corse. Ahead of them, there are so many blank pages waiting...

Cyril Frey

Photo: R. Klein



Alen-Kivimaki/Lancia (Gilles Levent-DPPI)

"YOU KNOW, MY LIFE, A BIG ATTACK!" MARKKU WIN AND LEADS THE CHAMPIONSHIP.

Darniche-Mahé/Audi (André Marzoli)

THE THIRD MAN AT AUDI FOUGHT WELL WITH THE 'OLD QUATTRO. AS FOR THE NEW ONE...

Biasion-Siviero/Lancia (Reinhard Klein)

MIKI HAD TROUBLE BREATHING ON SATURDAY, BUT HE WANTED HIS SECOND PLACE, AND HE GOT IT.

Nicolas-Pasquier/Peugeot (Stephane Compoint-DPPI)

FIORIO ASKED ME TO GET BLOMQVIST, FAR BE IT FROM

E NOT TO ... SAYS!

Ragnotti-Thimonier/Renault (Reinhard Klein)

IT WASN'T RAINING MUCH BUT THEY DIDN'T DARE USE LICKS, AND BIASION TOOK BACK THE LEAD...

28TH TOUR DE CORSE AUTOMOBILE

WORLD RALLY CHAMPIONSHIP

4th round (makes)
5th round (drivers)
May 3 - 6, 1984.

Three legs totalling 1,617.8 km, of which 1,130.7 in special stages.
1st leg: Ajaccio - Bastia (580.7 km) in special stages (424.6 km). Start Thursday May 3rd at 09:00. Finish Thursday May 3rd at 20:30.
2nd leg: Bastia - Calvi (407.8 km) 8 special stages (274.6 km). Start Friday May 4th at 09:00. Finish Friday May 4th at 17:30.
3rd leg: Calvi - Ajaccio (629.2 km) in special stages. Start Saturday May 5th (431.5 km) 05:00. Finish Saturday May 5th at 17:00.

ES 1 VERGHIA-PONT DE MASINA (38.6 km):
1. Bettega (25'41'') - 2. Biasion + 13'' - 3. Alen + 29'' - 4. Ragnotti + 33'' - 5. Vatanen + 35'' - 6. Andruet + 36'' - 7. Nicolas + 42'' - 8. Saby + 45'' - 9. Vudafieri + 46'' - 10. Röhrl + 55'' - 11. Chatriot + 1'13'' - 12. Fréquelin + 1'33'' - 13. Blomqvist + 1'34'' - 14. Darniche + 1'39'' - 15. Manzagol + 1'54''

ES 2 STE MARIE SICCHE-MOCA (25.5 km):
1. Vatanen (17'40'') 2. Bettega + 4'' - 3. Alen, Biasion, Ragnotti, Nicolas + 7'' - 7. Vudafieri + 14'' - 8. Röhrl + 21'' - 9. Saby + 30'' - 10. Chatriot + 31'' - 11. Darniche + 37'' - 12. Blomqvist + 43'' - 13. Fréquelin + 50'' - 14. Auriol (RS) + 52'' - 15. Manzagol (RS) + 1'10'' - .... 142. Andruet + 8'58''.

ES 3 PETRETO-AULLENE (20.1 km):
1. Bettega (13'31'') - 2. Alen + 3'' - 3. Vatanen, Biasion, Ragnotti, Nicolas + 7'' - 6. Ragnotti + 9'' - 7. Nicolas + 17'' - 8. Andruet, Saby + 22'' - 10. Röhrl + 24'' - 11. Darniche + 32'' - 12. Chatriot + 35'' - 13. Auriol + 41'' - 14. Blomqvist + 49'' - 15. Manzagol + 50'' - 16. Fréquelin + 54''.

ES 4 ZERUBA-SANTA GIULIA (31.0 km):
1. Bettega (18'33'') - 2. Biasion + 6'' - 3. Alen + 10'' - 4. Vudafieri + 22'' - 5. Ragnotti + 24'' - 6. Vatanen + 25'' - 7. Saby + 35'' - 8. Andruet + 37'' - 9. Röhrl + 44'' - 10. Nicolas + 50'' - 11. Chatriot + 1'01'' - 12. Darniche + 1'02'' - 13. Fréquelin + 1'11'' - 14. Blomqvist + 1'12'' - 15. Manzagol + 1'33''.

ES 5 SARTENE-COL DE PELZA (47.2 km):
1. Bettega (30'14'') - 2. Biasion + 4'' - 3. Vudafieri + 15'' - 4. Vatanen, Ragnotti + 22'' - 6. Andruet + 30'' - 7. Alen + 34'' - 8. Nicolas + 38'' - 9. Röhrl + 40'' - 10. Chatriot + 1'06'' - 11. Blomqvist + 1'21'' - 12. Darniche + 1'35'' - 13. Saby + 1'46'' - 14. Fréquelin + 2'02'' - 15. Manzagol, Franceschi (R5) + 2'38''.

ES 6 AULLENS-ZICAVO (25.9 km):
1. Bettega (16'55'') - 2. Vatanen + 8'' - 3. Ragnotti + 10'' - 4. Biasion + 22'' - 5. Alen + 26'' - 6. Andruet + 36'' - 7. Nicolas + 46'' - 8. Saby + 48'' - 9. Röhrl + 49'' - 10. Darniche + 1'03'' - 11. Blomqvist + 1'18'' - 12. Chatriot + 1'22'' - 13. Franceschi + 1'35'' - 14. Grundel + 1'39'' - 15. Fréquelin + 1'41''.

ES 7 COZZANO-VIVARIO (51.6 km):
1. Bettega (37'28'') - 2. Biasion + 11'' - 3. Vudafieri + 18'' - 4. Vatanen + 24'' - 5. Ragnotti + 44'' - 6. Röhrl + 54'' - 7. Andruet + 59'' - 8. Alen + 1'10'' - 9. Saby + 1'12'' - 10. Darniche + 1'21'' - 11. Nicolas + 1'51'' - 12. Blomqvist + 2'12'' - 13. Chatriot + 2'39'' - 14. Grundel + 2'55'' - 15. Loubet + 3'13''.

ES 8 MURACCIOLE-ABBAZIA (50.5 km):
1. Vatanen (37'58'') - 2. Nicolas + 20'' - 3. Darniche + 2'' - 4. Saby + 37'' - 5. Andruet + 1'02 - 6. Fréquelin + 1'38'' - 7. Chatriot + 1'57'' - 8. Blomqvist + 2'04'' - 9. Vudafieri + 2'23'' - 10. Loubet + 2'33'' - 11. Alen + 2'43'' - 12. Sechi (Talbot) + 2'48'' - 13. Grundel + 2'49'' - 14. Casanova (Talbot) + 3'46'' - 15. Ballet + 3'59'' - 16. Ragnotti + 4'00'' - .... 23. Biasion + 5'32'' - .... 110. Bettega + 20'03''.

ES 9 CAMPOAL QUIERCO-PONT DE NOCETA (34.5 km):
1. Vudafieri (21'30'') - 2. Vatanen + 1'' - 3. Alen + 13'' - 4. Bettega + 33'' - 5. Ragnotti + 39'' - 6. Nicolas + 48'' - 7. Saby + 53'' - 8. Andruet + 54'' - 9. Fréquelin + 1'03'' - 10. Biasion + 1'04'' - 11. Darniche + 1'06'' - 12. Blomqvist + 1'19'' - 13. Chatriot + 1'30'' - 14. Grundel + 2'08'' - 15. Loubet + 2'12''.

ES 10 PONT D'ALTIANI-PONT ST LAURENT (56.6 km):
1. Vatanen (39'20'') - 2. Vudafieri + 4'' - 3. Alen + 13'' - 4. Bettega + 18'' - 5. Biasion + 21'' - 6. Andruet + 30'' - 7. Ragnotti + 1'03'' - 8. Saby + 1'21'' - 9. Fréquelin + 1'42'' - 10. Darniche + 1'52'' - 11. Chatriot + 2'28'' - 12. Ballet + 3'25'' - 13. Grundel Chatriot + 2'28'' - 14. Franceschi + 3'58'' - 15. Blomqvist + 3'49'' - 14. Franceschi + 3'58'' - 15. Blomqvist + 3'59''.

ES 11 PONTE ROSSO-BORGO (42.9 km):
1. Vatanen (31'04'') - 2. Vudafieri + 1'' - 3. Bettega + 13'' - 4. Biasion + 25'' - 5. Alen + 39'' - 6. Ragnotti + 47'' - 7. Andruet + 1'26'' - 8. Fréquelin Ragnotti + 47'' - 7. Andruet + 1'26'' - 8. Fréquelin Ragnotti + 47'' - 7. Andruet + 1'26'' - 8. Fréquelin + 1'35'' - 9. Saby + 1'41'' - 10. Darniche + 2'04'' - 11. Nicolas + 2'11'' - 12. Chatriot + 2'33'' - 13. Blomqvist + 2'39'' - 14. Loubet + 3'41'' - 15. Grundel + 3'56''.

STANDING AT THE END OF THE 1ST LEG:
1. Vatanen-Harryman (Peugeot) 4 h 51'53'' - 2. Alen-Kivimaki (Lancia) + 4'48'' - 3. Biasion-Siviero (Lancia) + 6'30'' - 4. Ragnotti-Thimonier (Renault) + 6'59'' - 5. Vudafieri-Pirollo (Lancia) + 8'09'' - 6. Darniche-Mahé (Audi) + 11'18'' - 7. Nicolas-Pasquier (Peugeot) + 14'09'' - 8. Chatriot-Perin (Renault) + 14'56'' - 9. Saby-Fauchille (Renault) + 15'31'' - 10. Fréquelin-''Tilber'' (Opel) + 15'55'' - 11. Blomqvist-Cederberg (Audi) + 17'11'' - 12. Andruet-Rick (Lancia) + 21'31'' - 13. Bettega-Cresto (Lancia) + 25'12'' - 14. Franceschi-Giudicelli (Renault) + 28'24'' - 15. Grundel-Diekmann (VW) + 28'34''.

ES 12 X D.81/D.62 - Rutali (32.5 km):
1. Alen (22'17'') - 2. Biasion + 4'' - 3. Darniche + 15'' - 4. Vatanen + 17'' - 5. Blomqvist + 20'' - 6. Ragnotti + 28'' - 7. Andruet + 34'' - 8. Nicolas + 36'' - 9. Vudafieri + 48'' - 10. Saby + 58'' - 11. Bettega + 1'07'' - .... 16. Fréquelin + 1'45''.

ES 13 PRUNELLI-SAN PRACRAZIO (56,2 km):
1. Alen (44'03'') - 2. Vatanen, Vudafieri, Biasion + 16'' - 5. Bettega + 30'' - 6. Blomqvist + 55'' - 7. Saby + 1'03'' - 8. Ragnotti + 1'06'' - 9. Andruet + 1'12'' - 10. Darniche + 1'21'' - 11. Chatriot + 1'32'' - 12. Fréquelin + 2'03'' - .... 15. Nicolas + 4'31''.

ES 14 FOLELLI-STE LUCIE DE MORIANI (18.6 km):
1. Vatanen (11'44''). - 2. Alen + 15'' - 3. Vudafieri + 18'' - 4. Bettega + 22'' - 5. Nicolas + 24'' - 6. Darniche + 25'' - 7. Biasion + 27'' - 8. Andruet + 28'' - 9. Saby + 31'' - 10. Ragnotti + 35'' - 11. Blomqvist + 41'' - 12. Chatriot + 46'' - 13. Fréquelin + 54''.

ES 15 MORIANI PLAGE-ORSONI (20.01 km):
1. Alen (15'42'') - 2. Vatanen + 5'' - 3. Vudafieri + 7'' - 4. Nicolas + 24'' - 5. Biasion + 26'' - 6. Bettega, Andruet + 29'' - 8. Ragnotti + 31'' - 9. Blomqvist + 35'' - 10. Darniche + 39'' - 11. Saby + 43'' - 12. Fréquelin + 56'' - 13. Chatriot + 57'' - 14. Grundel + 1'30''.

ES 16 X D.17/D.42. - CAMP MILITAIRE CORTE (58.3 km):
1. Alen (43'36'') - 2. Biasion + 41'' - 3. Andruet + 56'' - 4. Blomqvist + 1'16'' - 5. Saby + 1'33'' - 6. Ragnotti + 1'46'' - 7. Chatriot + 1'57'' - 8. Fréquelin + 2'31'' - 9. Vatanen + 3'05'' - 10. Franceschi + 4'31'' - 11. Loubet + 4'43'' - 12. Bettega + 5'43'' - 13. Nicolas + 5'53''.

ES 17 CORTE-TAVERNA (26.6 km):
1. Vatanen 17'28'' - 2. Ragnotti + 13'' - 3. Alen + 23'' - 4. Biasion + 30'' - 5. Andruet + 56'' - 6. Blomqvist + 1'00'' - 7. Nicolas + 1'06'' - 8. Bettega + 1'12'' - 9. Darniche + 1'16'' - 10. Saby + 1'17'' - 11. Chatriot + 1'45'' - 12. Fréquelin + 1'46'' - 13. Grundel + 2'03''.

ES 18 MOLTIFAO-SPELONCATO (38.1 km):
1. Vatanen (25'00'') - 2. Alen + 8'' - 3. Blomqvist + 16'' - 4. Ragnotti + 17'' - 5. Saby + 21'' - 6. Bettega + 26'' - 7. Biasion, Nicolas + 29'' - 9. Andruet + 53'' - 10. Fréquelin + 1'05'' - 11. Chatriot + 1'07'' - 12. Grundel + 2'14'' - 13. Franceschi + 2'22''.

ES 19 CORBARA-CALENZANA (23,9 km):
1. Alen (14'24'') - 2. Vatanen + 4'' - 3. Bettega + 7'' - 4. Andruet + 19'' - 5. Biasion + 23'' - 6. Saby + 35'' - 7. Chatriot + 39'' - 8. Nicolas + 33''. Ragnotti + 25'' - 7. Biasion + 27'' - 8. Nicolas + 33''. Ragnotti + 1'46'' - 7. Chatriot + 1'57'' - 8. Fréquelin + 2'31'' - 9. Vatanen + 3'05'' - 10. Franceschi + 4'31'' - 11. Loubet + 4'43'' - 12. Bettega + 5'43'' - 13. Nicolas + 5'53''.

STANDING AT THE END OF THE 2ND LEG:
1. Vatanen-Harryman (Peugeot) 8 h 09'54'' - 2. Alen-Kivimaki (Lancia) + 1'47'' - 3. Biasion-Siviero (Lancia) + 6'03'' - 4. Ragnotti-Thimonier (Renault) + 8'33'' - 5. Saby-Fauchille (Renault) + 18'45'' - 6. Blomqvist-Cederberg (Audi) + 18'50'' - 7. Chatriot-Perin (Renault) + 21'09'' - 8. Andruet-Rick (Lancia) + 23'17'' - 9. Fréquelin-''Tilber'' (Opel) + 23'49'' - 10. Nicolas-Pasquier (Peugeot) + 24'18'' - 11. Bettega-Cresto (Lancia) 31'21'' - 12. Franceschi-Giudicelli (Renault) + 45'25'' - 13. Loubet-Trivero (Alfa-Romeo) + 47'05''.

ES 20 N.D. DE LA SERRA-PONT DE FANGO (29.0 KM)
1. Bettega (19'55'') - 2. Ragnotti + 2'' - 3. Alen + 5'' - 4. Nicolas + 7'' - 5. Blomqvist + 16'' - 6. Saby + 29'' - 7. Chatriot + 40'' - 8. Andruet + 42'' - 9. Grundel + 1'04'' - 10. Fréquelin + 1'11'' - 11. Biasion + 1'23''.

ES 21 FANGO - OTA (49.0 KM)
1. Ragnotti (37'53'') - 2. Alen + 27'' - 3. Nicolas + 38'' - 4. Saby + 50'' - 5. Bettega + 53'' - 6. Biasion + 56'' - 7. Blomqvist + 59'' - 8. Andruet + 1'42'' - 9. Chatriot + 2'15'' - 10. Franceschi + 4'00''.

ES 22 ST ROCH - VERO (78.1 KM)
1. Bettega (56'48'') - 2. Nicolas + 23'' - 3. Biasion + 51'' - 4. Alen + 55'' - 5. Ragnotti + 1'00'' - 6. Andruet + 1'28'' - 7. Blomqvist + 2'10'' - 8. Fréquelin + 3'08'' - 9. Chatriot + 3'41'' - 10. Loubet + 5'35''.

ES 23 TAVERA-PONT DE MEZZANA (30.6 KM)
1. Bettega (22'26'') - 2. Alen + 9'' - 3. Andruet + 10'' - 4. Nicolas + 15'' - 5. Ragnotti + 23'' - 6. Biasion + 29'' - 7. Blomqvist + 40'' - 8. Fréquelin + 1'06'' - 9. Chatriot + 1'15'' - 10. Grundel + 1'45''.

ES 24 STE MARIE SICCHE-MOCA (22.5 KM)
1. Nicolas (18'36'') - 2. Ragnotti + 2'' - 3. Bettega + 5'' - 4. Alen + 6'' - 5. Andruet + 7'' - 6. Blomqvist + 16'' - 7. Biasion + 18'' - 8. Chatriot + 46'' - 9. Fréquelin + 1'23'' - 10. Grundel + 1'46.

ES 25 PETRETO-AULLENE (20.1 KM)
1. Bettega, Ragnotti (14'54'') - 3. Nicolas + 4'' - 4. Biasion + 8'' - 5. Alen + 25'' - 6. Blomqvist + 32'' - 7. Chatriot + 1'01'' - 8. Grundel + 1'18'' - 9. Fréquelin, Andruet + 1'22''.

ES 26 SORBOLANO - PONT D'ACRAVO (21.9 KM)
1. Ragnotti (14'38'') - 2. Bettega + 12'' - 3. Biasion + 35'' - 7. Blomqvist + 45'' - 8. Chatriot + 47'' - 9. Grundel + 1'24 - 10. Fréquelin + 1'42''.

ES 27 BOCCA ALBITRINA - PORTIGLIOLI 9.3 KM)
1. Bettega (12'00'') - 2. Biasion, Ragnotti + 10'' - 4. Alen, Andruet + 21'' - 6. Nicolas + 22'' - 7. Blomqvist + 25'' - 8. Chatriot + 53'' - 9. Fréquelin + 1'10'' - 10. Grundel + 1'24''.

ES 28 CALVESE-AGOSTA PLAGE (38.8 KM)
1. Bettega (25'03'') - 2. Biasion + 9'' - 3. Andruet, Nicolas + 23'' - 5. Alen + 46'' - 6. Ragnotti + 49'' - 7. Blomqvist + 1'01'' - 8. Chatriot + 1'07'' - 9. Fréquelin + 2'39'' - 10. Grundel, Krugel + 3'05''.

ES 29 PLAINE DE PERI - CAPIGLIOLO (32.8 KM)
1. Biasion (25'24'') - 2. Nicolas + 22'' - 3. Alen + 26'' - 4. Andruet + 27'' - 5. Blomqvist + 1'00'' - 6. Ragnotti + 1'35'' - 7. Chatriot + 2'01'' - 8. Grundel + 2'18'' - 9. Casanova + 2'52'' - 10. Fréquelin + 3'10''.

ES 39 LIAMONE - VERO (83.1 KM)
1. Nicolas (59'52'') - 2. Andruet + 13'' - 3. Biasion + 1'05'' - 4. Blomqvist + 1'38'' - 5. Alen + 1'40'' - 6. Bettega + 2'17'' - 7. Ragnotti + 3'19'' - 8. Chatriot + 4'07'' - 9. Kruger + 5'44'' - 10. Fréquelin + 6'20''.

OVERALL RESULTS:
1. Markku Alen (SF) - Ilkka Kivimaki (SF) (Lancia 037 E2 Rally), Tyres Pirelli, 13 h 24'56'' - 1st Gr. B. 2. M. Biasion (I) - T. Siviero (I) (Lancia 037 E2 Rally) + 4'15'' - 3. J. Ragnotti (F) - P. Thimonier (F) (Renault 5 Turbo) + 8'20'' - 4. J. P. Nicolas (F) - C. Pasquier (F) (Peugeot 205 Turbo 16), + 19'54'' - 5. S. Blomqvist (S) - Cederberg (S) (Audi Quattro Turbo), + 20'59'' - 6. J. C. Andruet (F) M. Rick (F) (Lancia 037 E2 Rally), + 23'11'' - 7. A. Bettega (I) - S. Cresto (USA) (Lancia 037 E2 Rally), + 30'44'' - 8. F. Chatriot (F) - ''Tiber'' (F) (Opel Manta 400), + 43'57'' - 10. Loubet (F)-Trivero (F) (Alfa Romeo GTV6), 1 h 23'15'' - 1st Gr. A - 11. G. Casanova (F)-C. Leca (F) (Talbot Samba Rallye), + 1 h 38'04'' - 12. P. Kruger (F)-M. Caizergues (F) (Talbot Samba Rallye), + 1 h 48'34'' - 13. K. Grundel (S)-P. Diekmann (A) (Volkswagen Golf GTI), + 1 h 49'07'' - 14. T. Van Dijk (CN)-F. Jullien (CN) (Porsche 911 RS), + 1 h 50'02'' - 15. C. Bartoli (F) - G. Paleti (F) (Renault 5 Turbo), + 1 h 55'25'' - 16. J.P. Deriu (F) - J.P. Mariani (F) (Renault 11 Turbo), + 1 h 59'34'' - 1st Gr. N. - etc. 60 classed out of 155 starters.

WINNERS OF SPECIAL STAGES:
Attilio Bettega (12) - Ari Vatanen (7) - Markku Alen (5) - Jean Ragnotti (3) - Jean-Pierre Nicolas (2) - Adartico Vudafieri (1) - Massimi Biasion (1).

SUCCESSIVE LEADERS:
ES 1 to ES 7: Attilio Bettega
ES 8 to ES 19: Ari Vatanen
ES 20 to ES 30: Markku Alen

PRINCIPAL INCIDENTS:
1. Bettega (Lancia): punctures, gearbox, 2. Röhrl (Audi): retired, broken connecting road ES 20. 3. Fréquelin (Opel): handling (shock absorbers). 4. Vatanen (Peugeot): 2 punctures, retired, accident ES 20. 5. Alen (Lancia): fuel line, clutch, windscreen wipers. 6. Blomqvist (Audi): overheating tyres. 7. Vudafieri (Lancia): engine, retired, accident ES 15. 8. Darniche (Audi): clutch, retired accident ES 15. 9. Biasion (Lancia): scrape, respiratory problems, clutch. 10. Ragnotti (Renault): scrape, electrical problems, brakes. 11. Andruet (Lancia): fuel line, ignition, gearbox housing. 12. Nicolas (Peugeot): brakes, punctures, fuel pump. 16. Saby (Renault): turbo, retired accident ES 22. 17. Grundel (VW): handling, tyres.

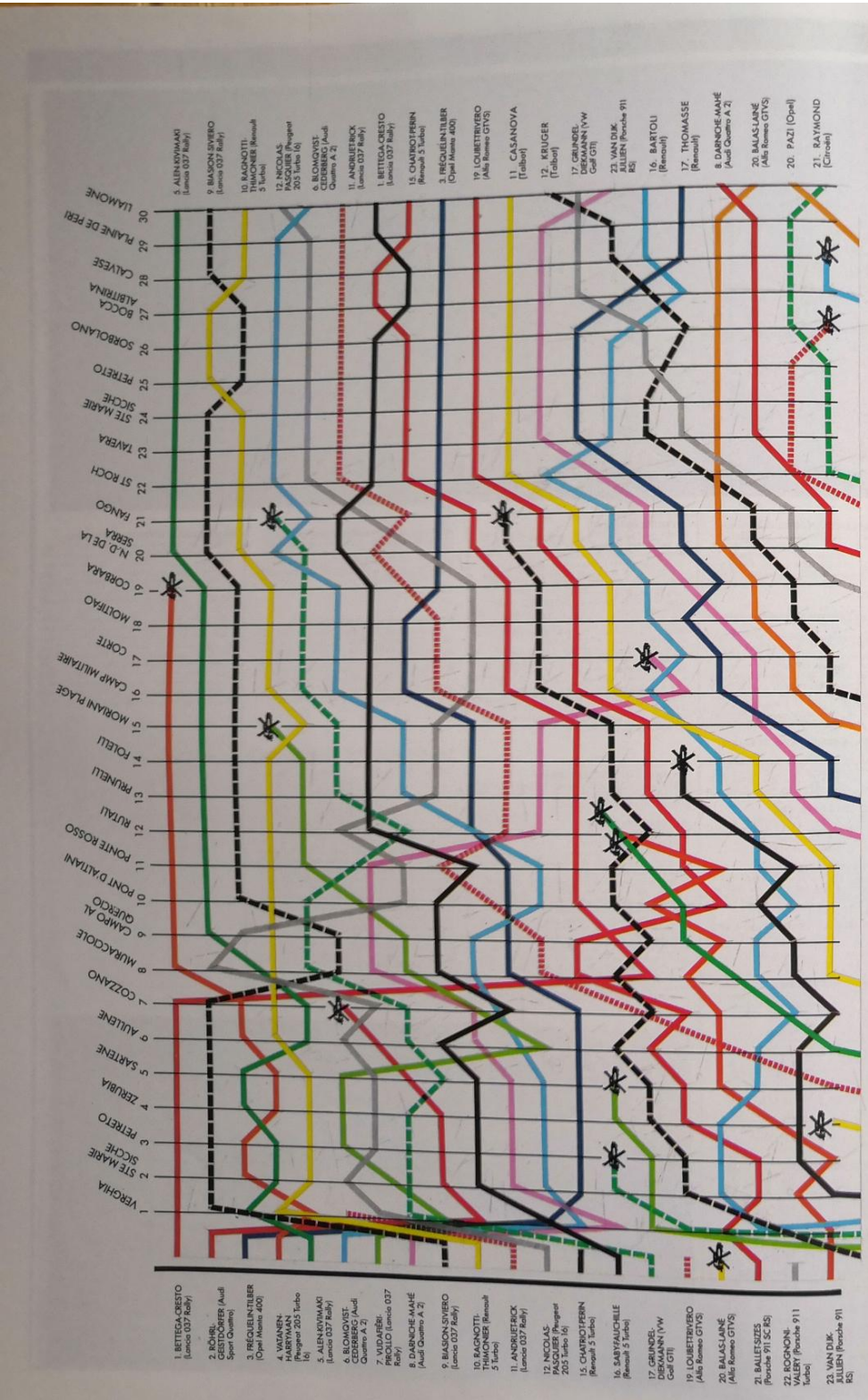
WORLD RALLY CHAMPIONSHIP (MAKES):
1. Audi (60 points) - 2. Lancia (56 points) - 3. Renault (36 points) - 4. Toyota (28 points) - 5. Volkswagen (21 points) - 6. Opel (18 points) - 7. Peugeot et Nissan (12 points) - 9. Alfa-Romeo (9 points) - 10. Citroën (4 points) - 11. Vauxhall (2 points).

WORLD CHAMPIONSHIP (DRIVERS):
1. Markku Alen (SF) 48 points - 2. Hannu Mikkola (SF) 44 - 3. Stig Blomqvist (S) 43 - 4. Massimo Biasion (I) 31 - 5. Walter Röhrl (D) 26 - 6. Attilio Bettega (I) 24 - 7. Björn Waldegaard (S) and Jean Ragnotti (F) 20 - 9. Michèle Mouton (F) and Rauno Aaltanen (SF) 15 - 11. Per Eklund (S) 12 - 12. Jean-Luc Thérier (F), Mats Jonsson (S) and Jean-Pierre Nicolas (F) 10 - 15. Lars-Erik Torph (S) and Shekhar Mehta (EAK) 8 - etc. 35 classed.

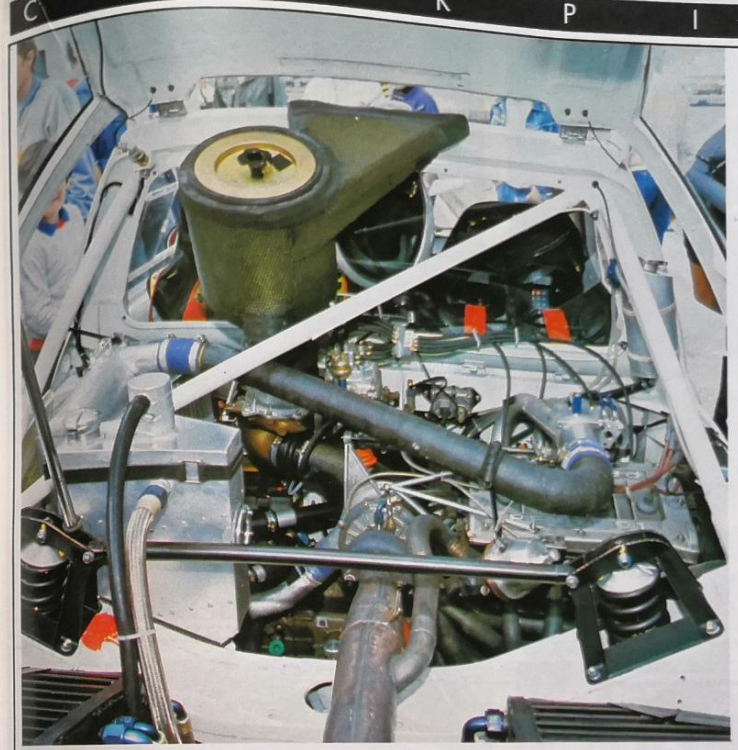
Next round: Acropolis Rally (GR), May 26 - June 1. Information: ELPA, 2, Messogion Street, Athens 11527 Greece. Telephone: 7791615; Telex: 215763.

THE JOURNALISTS PREDICTIONS:
After the Rally of Portugal, it was our Spanish colleague Ricardo Munoz who was leading the race for the trophy, inaugurated at the Monte Carlo Rally, which is reserved for specialized journalists. He had got two out of three predictions right on the last races. At the Safari, three journalists had foretold Waldegaard's success: Martin Holmes, Gerry Phillips and Arno Shmitt. In Corsica, Alen's victory came as less of a surprise (Jean-Louis Moncet, Herbert Volker, Mario Guerreiro, Rolf Neiborg, Vincent Lemay, and again the team of Martin Holmes-Gerry Phillips had been right). This last one, Frenchman G. Philipps of Motorsport, is leading the GPI contest with 3 points, ahead of Munoz, Moncet, Volker, Guerreiro, Neiborg Schmitt, Holmes and Lemay, all at 2 points. For the Acropolis Rally, the press favourite is Walter Röhrl (Audi) but watch it: Gerry Phillips has his money on Mikkola.

PAST RESULTS OF THE TOUR DE CORSE:
1956: Thirion-Ferrier (Renault). 1957: Nicol-de Lagenaste (Alfa-Romeo). 1958: Ferret-Manzaisse (Renault). 1959: Orsini-Canonici (Renault). 1960: Strahle-Linge (Porsche). 1961: Trautmann-Ogier (Citroën). 1962: Orsini-Canonici (Renault). 1963: Trautmann-Chabert (Citroën). 1964: Vinatier-Massan (Renault). 1965: Orsini-Canonici (Renault). 1966: Piot-Jarrab (Renault). 1967: Munari-Lombardini (Lancia). 1968: Andruet-Gélin (Alpine-Renault). 1969: Larrousse-Gelin (Alpine-Renault). 1970: Darniche-Demange (Alpine-Renault). 1972: Andruet-Biche (Alpine-Renault). 1973: Nicolas-Vial (Alpine-Renault). 1974: Andruet-Biche (Lancia). 1975: Darniche-Mahé (Lancia). 1976: Munari-Maiga (Lancia). 1977: Darniche-Mahé (Fiat). 1978: Darniche-Mahé (Fiat). 1979: Darniche-Mahé (Lancia). 1980: Thérier-Vial (Porsche). 1981: Darniche-Mahé (Lancia). 1982: Ragnotti-André (Renault). 1983: Alen-Kivimaki (Lancia). 1984: Alen-Kivimaki (Lancia).



COCKPITS



PEUGEOT

4. VATANEN-HARRYMAN (SF) (GB)
12. NICOLAS-PASQUIER (F)

At last! We've been hearing so much about the 4 wd 205 Turbo 16s and it was something of an event to see them entered for the Tour of Corsica. André de Cortanze appeared at the head of the engineering team at the beginning of the year, and since then he has been working on developing the latest Peugeot starting from zero.

Starting off in the Tour de Corse which is not a particularly favourable terrain for 4 × 4s, is somewhat daring. This is because Peugeot have chosen the French stage of the championship to launch their new creation. Ari Vatanen and Jean-Pierre Nicolas were driving two of these cars and the following technical data were noted: weight: 970 kilos; engine: 1775cc, supercharged by a KKK turbo, developing 340bhp at 5700 rpm; maximum speed: 189km/h at 8000rpm; maximum torque: 40mkg; power supply: Bosch K Jetronic injection. For the Corsican Rally, Peugeot suspensions were used on the hard asphalt roads, and for the Greek stage they will be replaced by Bilsteins. Tractive power: 25% for the front wheels and 75% for the back. (The ratio will differ for the Acropolis tracks). Both teams went on a 3,500 km reconnaissance with no engine problems occurring. The braking has been improved since tests at Charleval, by designing larger wheel rims so that the new AP 300 mm discs can be fitted instead of the previous 280s. A. de Cortanze admitted that although braking was certainly better, he was not so sure if they would last the whole length of the long special stages (for example the 83 km one). He was also worried about the reliability of the suspension ball joints. Both cars were identical except for the different angles of the back wheels chosen to suit the drivers' requirements for road handling. Vatanen tends to brake later than Nicolas in the turns, causing his car to oversteer, whereas "Jumbo" prefers to brake that bit sooner and to open up on the throttle faster and harder in the bends. *"The main problem we could encounter, might come from heavy braking and accelerating"*, admitted Nicolas before the race began; *"on the other hand, the steering is perhaps not quite firm enough"*. Jean Todt, the director of the competitions department told us: *"our aim is to measure ourselves up against our opponents, but I must admit that we'll be the first to be surprised if either of our two cars finish the Rally."*

LANCIA

1. BETTEGA-CRESTO (I) (USA)
5. ALEN-KIVIMAKI (SF)
7. VUDAFIERI-PIROLLO (I)
9. BIASION-SIVIERO (I)
10. ANDRUET-RICK (F)

On the terrain where Alen drove them to victory in 1983, the Lancias were more powerful by 30bhp than last year. They were similar to those which took part in the last Portugese Rally in the special road stage. There was, however, one difference, more progressive front and rear suspension springs were used on the Turin-manufactured cars so that they would not bounce too hard on the often all too difficult roads used during the Tour of Corsica. Theoretically the cars were identical. The cars entered for Miki Biasion and Adartico Vudafieri raced under Jolly Club colours, and Andruet's sported the blue of the Chardonnet group who import Lancia in France. They had the shortest possible gear ratios, keeping their top speed down to 180 km/h at 8000 rpm. The cars weighed 965 kilos. Following his accident during the Costa Smeralda Rally in Sardinia (where Toivonen drove the Porsche 911 to victory), Attilio Bettega asked for the accelerator pedal to be moved a little further from the brake pedal. A slight mistake in a bend caused the car to come off the road and his co-driver, Perissinot, suffered multiple fractures in his leg. It is interesting to note that Biasion spent 23 days doing "recce" in Corsica and that he went over each special stage four times. As Alen arrived directly from Kenya he only managed to see the stages once.

AUDI

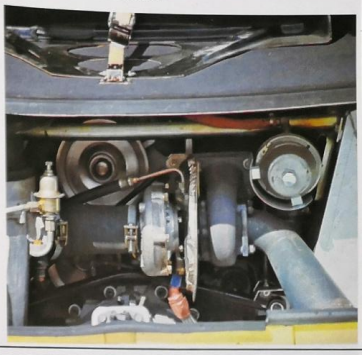
2. RÖHRL-GEISTDÖRFER (D)
6. BLOMQVIST-CEDERBERG (S)
8. DARNICHE-MAHE (F)

The former 80 and 82 world champion, Walter Röhrl, has found himself with the job of starting off the new "little" Audi, the "Sport Quattro". "Little", because in its new version it is now 32cm shorter, and it's lighter — It now weighs in at 1032 kilos instead of 1100 as did its precursor, the Quatro A2, which Stig Blomqvist, (who had the responsibility of scoring points in the world championship after making sure he finished the race) and Darniche drove for the ROC-Yacco team. On the other hand, its new engine with four valves per cylinder (there are 5, so that makes 20), developed no more than 425bhp! The turbo pressure was set at 1.7, and it would have been possible to reach the record 500bhp if the need was felt. F1 racing on roads is perhaps about to come into being with such monsters putting the bar higher and higher. The "Sport Quattro" engine is a 2100cc, turbocharged. It is a 2954cc engine when the coefficient of 1.4 has been applied. Its power supply comes from a Motronic Bosch system which was not altogether reliable at the Safari Rally. Absent at Kenya, Röhrl spent his time driving 5,000 km on the Corsican roads without any problems occuring. Once the German's car had arrived, he looked rather unhappy. With the new engine, the power came too fast and then only at 6000rpm which caused understeering before the power came and even worse oversteering just after. A slight adjustment gave the engine a chance to give a better performance sooner, at 4800rpm, which put a smile back on worried Walter's face. The Ingolstadt men were rather sad to see such a quick start to their product. The first engine came out of their factory on April 12. Isn't the best place for tuning an engine in a race? There are only three 20 valve engines ready to race at present. The third one has been set aside for Röhrl for the Tour of Corsica. The double hand-braking system, (one for the back right wheel and the other for the back left wheel) was not on Walter's car. It will be mounted for the Acropolis where it'll be more useful than on tarmac roads.

RENAULT

10. RAGNOTTI-THIMONIER (F)
15. CHATRIOT-PERIN (F)
16. SABY-FAUCHILLE (F)

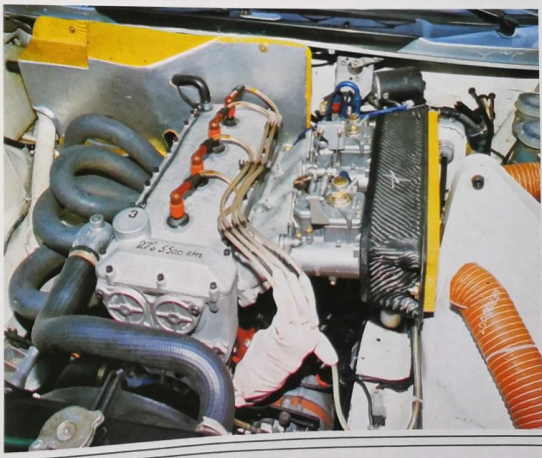
At the Tour of Corsica, Cesare Fiorio was the most ardent supporter of the R5 Turbos. He hoped to see the Audis preceded by a maximum amount of different cars - as Lancia were bound to win! The cars were entered by the Régie but prepared from beginning to end by the Bozian brothers; the Renault Sports team toiled night and day on the future R5 (which will appear at the 1,000 Pistes in an experimental class). Ragnotti's car was different from those belonging to Chatriot (DIAC) and Saby (Phillips car radios). The gear box ratio has been shortened, (182 km/h instead of 197 km/h at maximum speed) and is generally used on gravel and reputed to be more fragile. The yellow and black R5 which had just won the "Criterium Alpin" in front of fine opposition, weighed 930 kg for the same 300 bhp. "Jeannot" was the last French driver to have won in Corsica, two years ago, Darniche's victory being in 1981.



OPEL

3. FREQUELIN-TILBER (F)

Current French champion, Guy Fréquelin, didn't spend much time in his home in the Haute Marne region of France, between the Safari Rally and the Tour of Corsica. His classical design Opel Manta 400 looked very traditional amongst the other ultra modern rally beasts, fighting for the odds of the forecasters. The car was identical to the one used for the French championship, and it was with the hope of beating his rivals in that competition that Guy was at the start at Ajaccio. In order to finish ahead of Darniche, Andruet and Saby, Fréquelin decided to drive a cautions race, as this appeared to be the wisest solution. His Opel weighed 1,050 kg for 275 bhp, equipped with a brand new engine and equally new gearbox. Opel's Tony Fall and Jochen Berger were not rejoicing over Aaltonen's second position in the Safari. They had hoped they would do better in view of the relatively few problems encountered. But, out in front, was a Toyota who had had even fewer!



TYRES

The great Michelin-Pirelli confrontation is at present in favour of the French manufacturers who have already had three successes, (Monte Carlo, Sweden and Portugal), against just one, the African Safari Rally, for their opponents the Italians. They, of course, supplied the Lancias with their SG tyres, previously seen in Portugal. Three different compounds were available, the 76 (soft), the 15 (intermediate) and the 85 a harder type, specially designed for use in Corsica. Michelin equipped the Audis with the TRX 23/59-390 at the front and rear, and with the S5,S8,S9 and S10 for dry conditions; the P2 was used for damp conditions and the T2 for mixed conditions. Peugeot used the same make with the 20/59-390 at the front and the 23/59-390 at the rear. Opel used the 23/59-390 at the front and the 23/62-390 at the rear. Renault used TRXs only at the rear on dry terrain (22/64-415) and the PB2((20/63-15) normal type on damp ter rain. At the front we could find th 18/60-15 for dry conditions and th 15/59-15 for damp. (In this case th PB20s SB10, SB11 and SB20 for th 18/50-15.) The Clermont-Ferran based manufacturers delivered 5,50 tyres transported by seven lorries.

O, TO BE SURE!

Moving from Renault to Alfa is not exactly a step up the ladder, Eddie Cheever is quite aware of that. (Photo B. Asset).

PERPETUAL MALCONTENT? INNOCENT VICTIM OF SHABBY TREATMENT? AMERICAN? ITALIAN? HOT SHOT OR ON THE B TEAM? EDDIE CHEEVER WENT UP QUICKLY IN F1. IT WAS HEADY STUFF. HE WAS YOUNG, HANDSOME, AGGRESSIVE AND QUICK. DID HE GET SPOILED? IS ALFA ROMEO ANOTHER STEP IN HIS RISE OR JUST A SIDESTEP? WHAT MAKES THE YOUNG MAN TICK AND DOES HE FEEL HE HAS FINALLY ACQUIRED THE MATURITY NECESSARY TO ACCOMPANY HIS UNDENIABLE TALENTS?

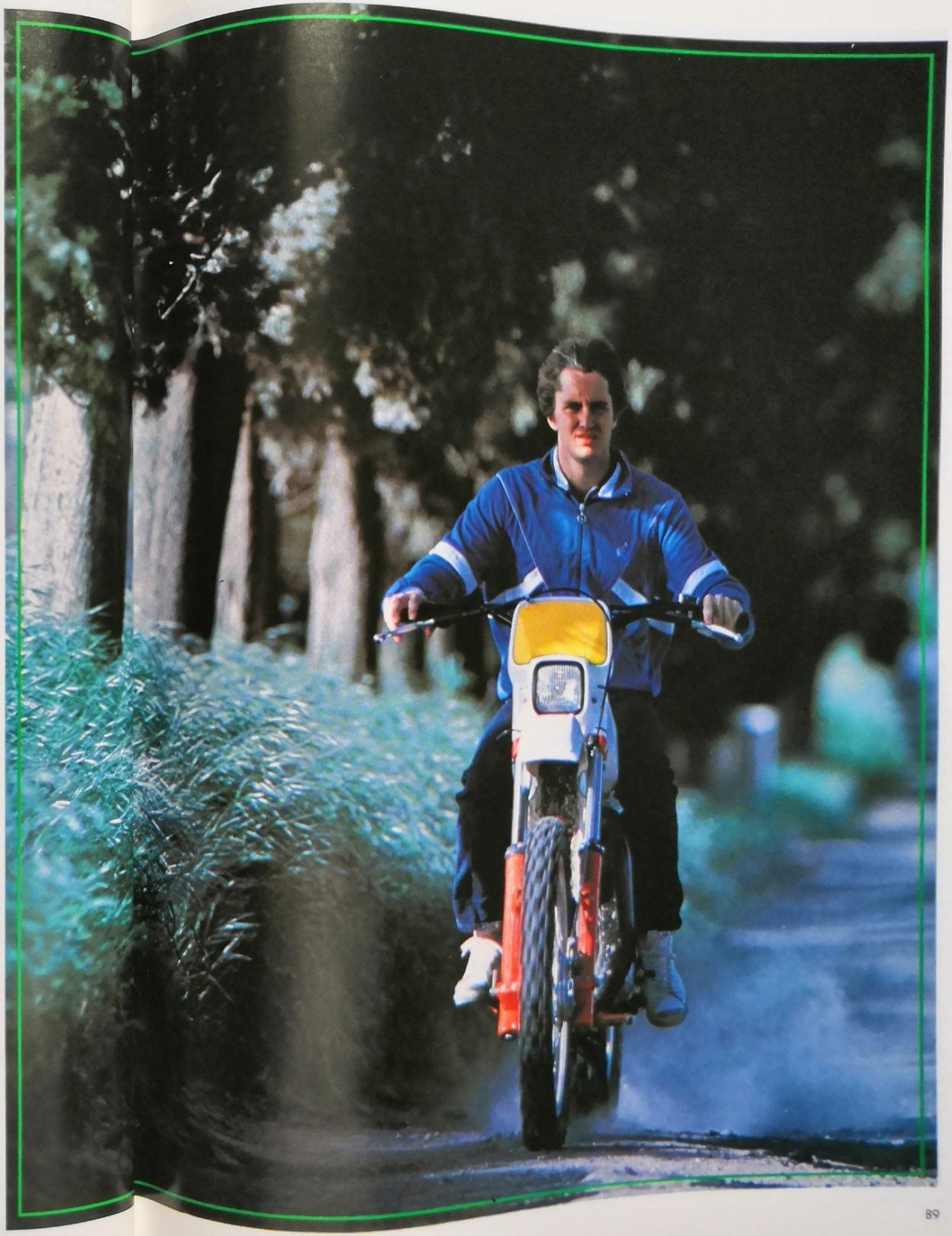
by Keith Botsford

In appearance, the young man is handsome, even patrician, blond, clear-eyed. There is also about him an undeniable arrogance, a fair amount of temper. When he speaks, it is with the certainty of one who feels he has the right to speak and will not be denied. On the subject of his profession, that is. At other times, on the tennis court, for instance, where he is lithe and aggressive, another Eddie appears, the nice kid from next door, the corn-fed American who is sometimes at odds with the sophistication of his surroundings, who lives the good life, has earned it, but also has known harder times.

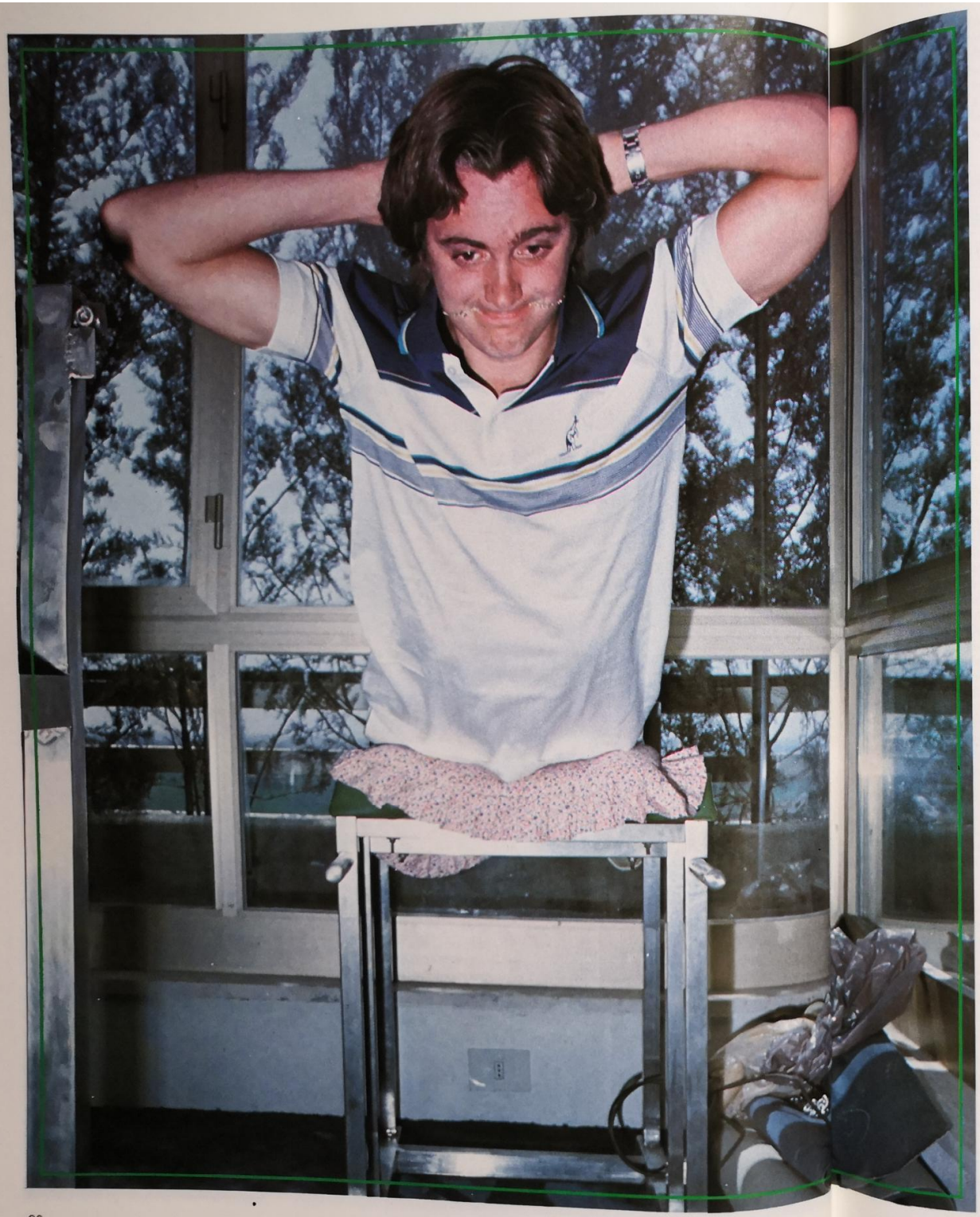
To start with, however, the young man has a gripe. The world, his world, has not treated him fairly. Last year, he was Renault's Number Two driver, alongside Alain Prost. Between the two ot them, they unstitched what seemed one of the most solidly seamed teams in F1: Prost by failing to win the championship and by causing internal dissent, Eddie by not doing properly — so Renault say — the job assigned to him. Eddie remains deeply hurt by the accusations, from within Renault and from the press, that he was 'hard' on his cars.

"I got down and out a bit last year because there were so many unexplained failures. At the end, there were eight for me and one for Prost. I think the ratio's not in my favour. And then people say I am hard on my machinery? How the hell can it be my driving that loosens a throttle cable? Or makes a distributor belt fall off? Or break a head gasket? I don't use the car harder. At Monte Carlo, I caught up with Prost, passed him and was right behind Piquet when a wire fell out of the distributor. Am I responsible? "I won't say it was neglect. I had good machinery, the best I ever had driven; but there was always a little bit missing in my car that wasn't missing in Prost's. Alright, I was the Number Two driver. Fine. I was

→



Some find him arrogant, others know that Eddie is hiding his resentment towards Renault for last season. (Photo B. Asset).



Cheever lives in both Monaco and Rome. He has installed a work out area in both homes. A question of keeping in shape or becoming Mr. Muscles? (Photo B. Asset).

Number Two because they were confident that after three years Prost could get better results. If the way you work is to put the effort into one car, it was logical to put it into Prost's — and Alain is one of the quickest drivers in the business. Still, when you come in a first time, a second time, a fourth time and all you're told is, c'est dommage, c'est la vie, for me that's horseshit. If something like that happened at Williams, heads would roll. Had it happened in Prost's car, somebody would have asked why. In mine it was just happening and there was no way it would go away before the next weekend."

'I WAS PROBABLY DEMANDING IN THE WRONG WAY AND AT THE WRONG TIME.'

Clearly, it all rankles still. It's the sheer futility of it that bothers Eddie. And, look at it his way, and you have to admit he has a point. He thinks he's good, he's worked his way up from Kart all the way to one of the top teams in F1, he gives of his best and what happens? *"Just too many silly little auxiliaries that broke that shouldn't have. Just look at Renault's history. There's always one guy who is going well. The other? Well, he's in trouble. Look at Tambay, three races, three stupid problems."*

"I had some bad races last year," Eddie admits. *"I was too hard on the tyres at the beginning, Ricard and Spa were bad races; but in my good races, there was always a problem. An effing stupid problem and I'd come into the pits, as at Silverstone, and everyone would say, 'incredible! How unlucky can you get?' Garbage. There is no such thing as luck. For me, it was no wins. For me it was 26 points lost. For them it was luck?"*

'C'EST DOMMAGE, C'EST LA VIE : FOR ME, THAT'S HORSESHIT.'

One wonders perhaps if Eddie had been older, wiser, more diplomatic, more cunning, he could not have righted the situation within Renault. It's part of the driver's trade, after all, to roll with the blows, to wangle. *"It's just not my style,"* answers Eddie. *"I'm not the sort of man who can just smile and say something nice. I am blatantly honest. Few things are more difficult for me than saying something I don't think, whereas most of my colleagues actually enjoy saying things they don't believe. Sure, I was demanding. I don't think anyone who wants to achieve anything — in F1 or in anything else — can be otherwise.*

"Alright, I was probably demanding in the wrong way, and at the wrong time. I've never been noted for my tact. I'm not saying I was right, nor that I was wrong. I'm saying things kept breaking in my car and everyone blamed it on me. I don't think I made a single mistake. I never ran into anyone. But because of the mistakes of others, I never had a high point."

Never that win he craves so much. Never his moment of glory. That hurts.

Part of the pressure for that must come from deep within Eddie. From his father, who ran away to sea at 15 and lived the hard life until he made it: with sheer willpower. *"As with so many self-made men,"* explains Eddie, *"he knows what he wants. He doesn't mince his words either. I probably emulate what he does unconsciously."*

Eddie's father remains a figure in his life: a diet-freak, a man of determination. Not for Eddie that level of purity.

If you ask him if he would like a pure life, Eddie says, *"If you came to me and said I'd be the fastest racing driver because of it, and you could give me proof, yes. But it's a lot of suffering. The older you get, the more mellow you become, the less likely to go to such extremes. I can't now live as intensely as I lived at 18 or 19. You burn yourself out. There was a point when I was younger, I wasn't enjoying driving any more. My father pushed me. He loved cars and that's*

what he always wanted for me. He's still there driving with me all the time and there wasn't a day when I was a kid that I didn't go out in a car with him. Everywhere. If it was raining, I knew damn well my father would come and haul me out of bed to go out in the car. That was his idea: if you were going to be good, you had to be brilliantly fast in every condition. Everybody's life has someone who gives it direction. My father was one of them."

Another such person must have been Ken Tyrrell, for whom Cheever drove in 1981 (the succession is: Hesketh, Osella, Tyrrell, Ligier, Renault and now Alfa). Another figure not unlike Eddie's father (*"a very overpowering man, he smothers everything with his personality."*) *"Yes, I learned a lot from Ken,"* says Eddie. *"Ken knows what racing is about, he knows the basic rules. He's good at passing on information. He can also be a very difficult man. For instance, Ken insists that everything he says is right. You can discuss things until you're blue in the face and get nowhere. I often think he does it on purpose, to test you. Unfortunately, the year I spent with him there was no money. He'd often ring me up and say, 'I don't know if we're going to make it to the next race.' But I still learned a lot. He thinks everyone should be like Jackie Stewart and he's right. I'd like to have driven for Ken when he had a bit of money."*

Renault was quite a contrast for Eddie: from the small to the ultra-big. *"Renault actually have a little bit too much available to them.*

→

Renault really is a monster. They have everything they want. That's why I think it's good that a team like Brabham can beat the monster."

One demurs. Brabham can hardly be called undernourished. *"Compared to Renault, they're a bunch of Biafrans!"* answers Eddie. *"I'm sure Gordon can have everything he needs, but I don't think he can just go crazy. Gordon Murray remains an individual, like Patrick Head or John Barnard. It's their heads that are on the line every time. They have to produce and they do produce. If Renault had got their act together, they should be able to win every race."*

Is it money, then, that makes a team? *"No, it's people. It's the package that counts. Brabham is a perfect small package: that's how they beat Renault, fair and square. Bernie Ecclestone, Murray, Piquet: that's small and hard to beat."*

'NIKI HAS BEEN PUTTING CHOCOLATE ICING ON A VIENNESE PASTRY... NOW HE'S GOT AN INCREDIBLE FIRE AGAIN.'

Perhaps Eddie envies the steadiness of that relationship. He himself has changed five times in five years. Will he do a year at Alfa and then move on? *"I think I have been more than a little intolerant. But I've changed. Things used to get too much under my skin. I seem to have been forever changing, ever since I was a kid. The grass has always looked greener on the other side of the fence. That's been a mistake. It's good to stay in one place and build personal relationships. Once in a while talented people get together — Alan Jones and Patrick Head, for instance, or Stewart and Tyrrell — and things go Bang!"*

Then how does Eddie feel he's changing. *"Look,"* says Eddie, candid and fresh, *"I'm not saying I'm a perfect driver. I have sometimes been too aggressive. It is a part of wanting something that badly. I always go out and go as fast as I can and that's now always the way to do it. Jackie once told me that you have to able to squeeze the brake pedal. I thought that was rubbish when he told me that, but the more I drive, the more I realize he was right. The more miles you do, the better driver you are. There comes a time when your mind takes over from your balls."*

Again, one recalls incidents, the famous Cheever starts, for instance. It's as though the boy can't help himself. *"You can't start by the rule book. The starts and driving in the wet give a particular pleasure. It's just exhilerating. I loved the wet at Spa. But at Detroit I had a huge row with Larousse. That's one of the reasons probably why I left. Prost went out and spun and Gerard didn't want us to go out again. I had to come in and I was mad as hell. I admit there's a wild and woolly side to me. I can't stand a race like I had to do in Brazil this year when I was within a handful of seconds of Keke, slowly pulling him in, and then I have to slow down because there's no effing fuel left."*

Being a driver can be a living hell. Eddie has his head firmly on his shoulders. He knows that 1984 will play a decisive role for his future. (Photo B. Asset).

"I think it's a principle of racing to go fast and try hard. That's why I get such a kick out of watching Lauda this year. He's not the Lauda I've driven against before. He's like a 16-year-old. Look what he did in Brazil. He's got an incredible fire in him again. He's up against Prost. That's good. Now we'll see how good he really is. So, we all know he's good, but he's been putting chocolate icing on a Viennese pastry. Smooth. Now, he bangs wheels with Warwick, he tears into the pitlane. What I admire in other drivers is fire. Keke has it. He drives today like he did in Super Vee. I like his arrogance."

"Like me he's had to come up through small teams. He made it to the right team at the right time. It was like that with me, at the beginning. I went up so fast I was without oxygen. Then I broke my hand. I said no to Ferrari. It took me a long time to get back. I'd gone to Osella which wasn't qualifying, we got them up to 12th, then Tyrrell, my first points, then to Ligier, where I did better than Laffite. It was difficult to leave and then I didn't get a fair shake at Renault. I'm only 26. I have ten years of racing ahead of me. I'm getting better and better all the time. I don't make so many mistakes."

'THE GRASS HAS ALWAYS LOOKED GREENER ON THE OTHER SIDE OF THE FENCE.'

Which leads us to Alfa. That's no longer in the same rising curve, or does Eddie really think it is? *"What I like at Alfa is that I have more room to breathe. The atmosphere is more congenial — as much as the air ever is in F1. I now spend more time thinking about how I'm driving and why my car isn't performing. I can think positively. At Renault, and in the position I was in, it was difficult to think at all. I came out of it looking poorly and I'd burned all my bridges. It was said of me that I didn't match up to Prost. Things like that.*

"I was up against a first-class driver, but in many conditions, I think I was better than he was. Think how many races were won last year because cars were dropping out all over the place. When I was really in the race, none of the others bloody stopped! That's not the way you'll win races. The way to win is the way Piquet did: just take off."

One says to Eddie, as temperately as possible, that the conditions at Alfa may not be that much better. Eddie doesn't believe it. *"At Alfa I'm competing against someone who was faster than Piquet more times last year than Nelson was faster than him. Patrese is a very fast driver and we're equal — besides getting along fine. The team isn't there yet, but it's coming along. I feel I'm going to be a very important ingredient of a cake that could come right. Our engine is definitely the most inefficient as far as fuel goes, and definitely not the most powerful, but Alfa Romeo have the technology to do better. If they see that this is one of those moments when a team can do well, they will. It's all in the mind. I think they have the motivation. They don't want just to be there, Benetton backs them properly and they have two good drivers: what's to stop them? It's not on yet, but it's coming."*

"People don't see how badly I want to win. Never having won is a great obstacle." Until one does, one is never sure one can, isn't that right? *"I'm sure I can, but I'm never completely sure. But I don't feel inferior to anyone in the paddock."* Arrogance? *"I think not. There are probably 15 drivers who think the same of themselves. If arrogance is being sure of myself, I'm arrogant. I don't say I feel superior to anyone else. I haven't proved that. I just don't feel inferior. I'd like to see Piquet in an Alfa, Lauda in a Ligier, Keke in a Ram."*

Or himself, in any car, on the champion's podium. Or at least a winner. Once. To be sure. □

In 5.7 seconds you'll discover why Ferrari fit NCT tyres.

The Ferrari GTB 308i Quattrovalvole takes just 5.7 seconds to travel from 0–60 mph.

It easily exceeds 150 mph.

And all that stops it sliding into the scenery are four patches of rubber.

It's no surprise then, that Ferrari insist that these patches of rubber offer exceptionally sure-footed grip.

And no surprise that they specify Goodyear NCT tyres.

NCT is short for Neutral Contour Theory.

Put simply, it enables you to plant more rubber more firmly on the ground.

The tread and profile of the NCT were developed directly from our highly successful Formula 1 rain-racing tyre.

Straight, circumferential grooves and open shoulder radial channels quickly disperse the water and resist aquaplaning.

Especially at high speeds.

Using our unique glass plate underground photography system, we recorded the tyres grip in the wet.

At 62 mph the NCT achieved a remarkable 80% grip.

But grip like this isn't reserved for exotic supercars.

Your car could qualify for NCT tyres.

So, even if you don't have the same kind of power as a Ferrari, you can still have the same kind of grip.

GOODYEAR
NCT

TOLEMAN TG184 - HART

FIRST SEEN AT THE ITALIAN GRAND PRIX IN 1982, THE TOLEMAN TG183-HART WAS UNCONVENTIONAL, WITH ITS WIDE NOSE CONTAINING RADIATORS AND GIVING IT A RATHER STODGY SILHOUETTE. IN DESIGNING THE TG184, SOUTH AFRICAN RORY BYRNE HAS MADE A RETURN TO CLASSICISM. ITS MOST ORIGINAL ELEMENT IS THE NOW FAMOUS DOUBLE REAR WING. OUR DRAWING SHOWS THE NEW BRITISH FORMULA ONE SINGLE SEATER THE WAY IT WAS DURING PRIVATE TESTING AT ZOLDER TWO WEEKS BEFORE THE BELGIAN GRAND PRIX.

by Giorgio Piola

1. The front wings have an unusual design, their rear section following an arrow shape upwards to the top.

2. The side panels of the wings also have a unique design. They have a fish-like appearance when seen from the side.

3. The front suspension is of the pull-rod type and is more or less the same as that of the TG183B. The brake cooling air-scoops are large and curved.

4. The carbon-fibre chassis is inspired by that of the TG183B. The single big difference is in the fuel tank, which holds 220 litres, less than that of the previous car.

5. Horizontal panels of the running-board type, concentrating air flow to the inside of the sidepods.

6. Lateral oil and water radiators, placed vertically in the right sidepod; it sits at an unusual angle to the longitudinal axle of the car. Generally the front end is placed nearer to this axle.

7. Behr intercooler for the turbocharger of the Hart 415T engine, a 4 cylinder 1500cc with one Holset turbo. It is in the left sidepod, following the identical placement of the water/oil radiator.

8. Small engine cover.

9. Waste gate for the supercharging system, which uses the Holset turbocharger.

10. Behind the side pods, which have a rounded form at the extreme rear end, the TG184 has small 'running boards' much like the McLaren MP4/2.

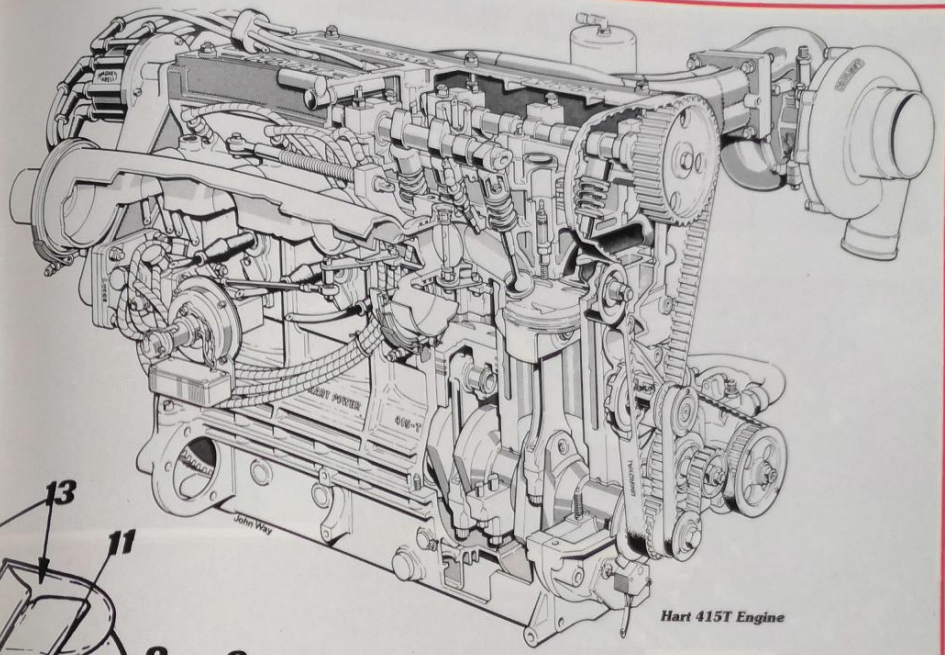
11. The oil tank is located between the engine and the gearbox.

12. Rear push-rod type suspension.

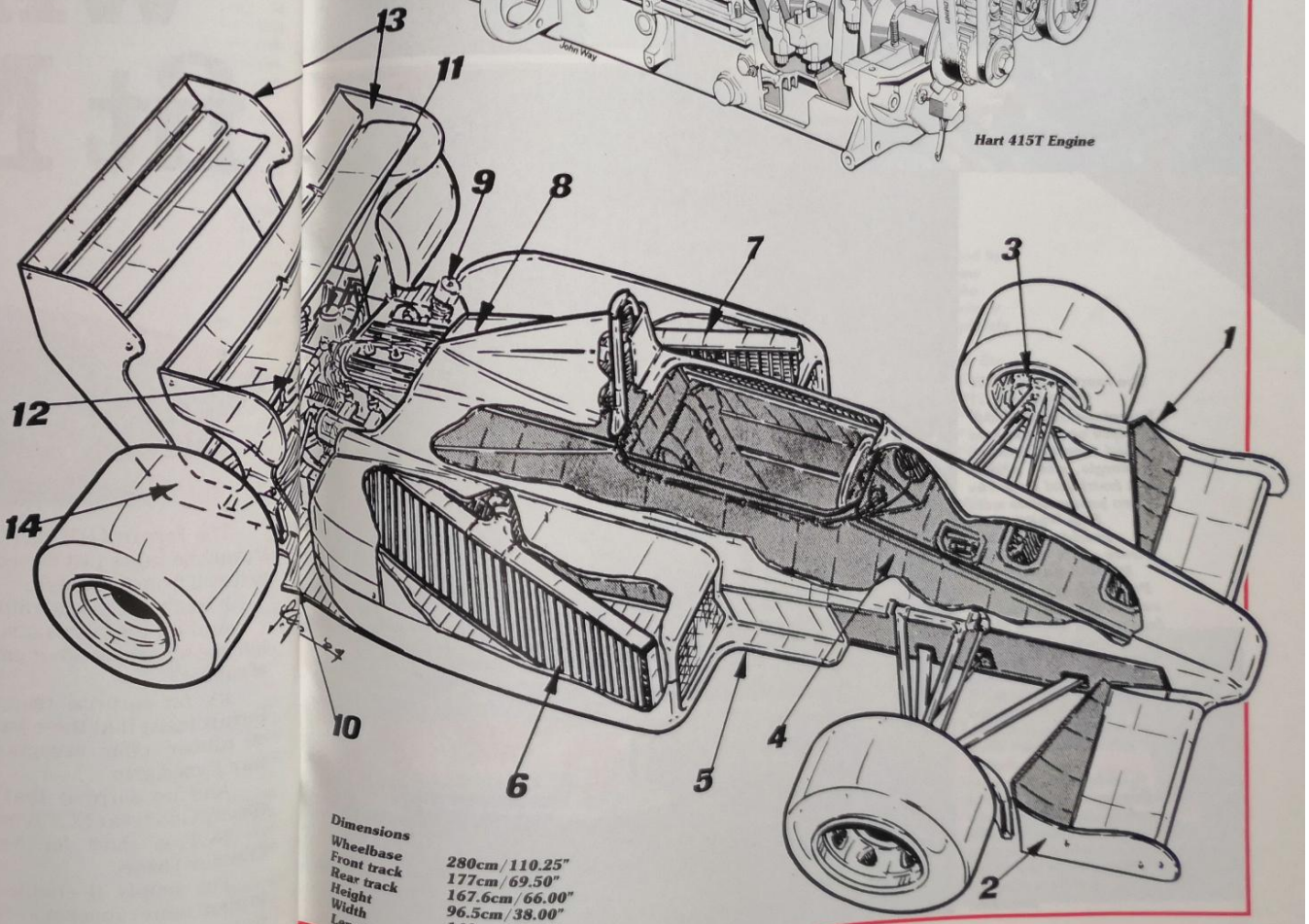
13. The rear of the car, with its two wings, is similar to that of the TG183B.

14. The two wings are connected by a common part, itself attached to the bottom of the car. It caused some problems during early tests.

Note: the TG184 is first expected to race at the French Grand Prix at Dijon on May 20th.



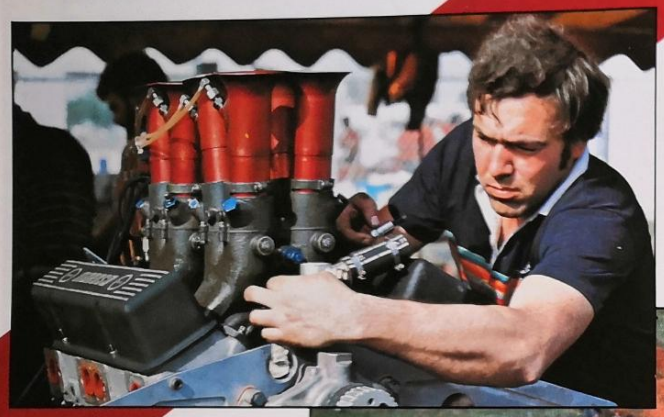
Hart 415T Engine

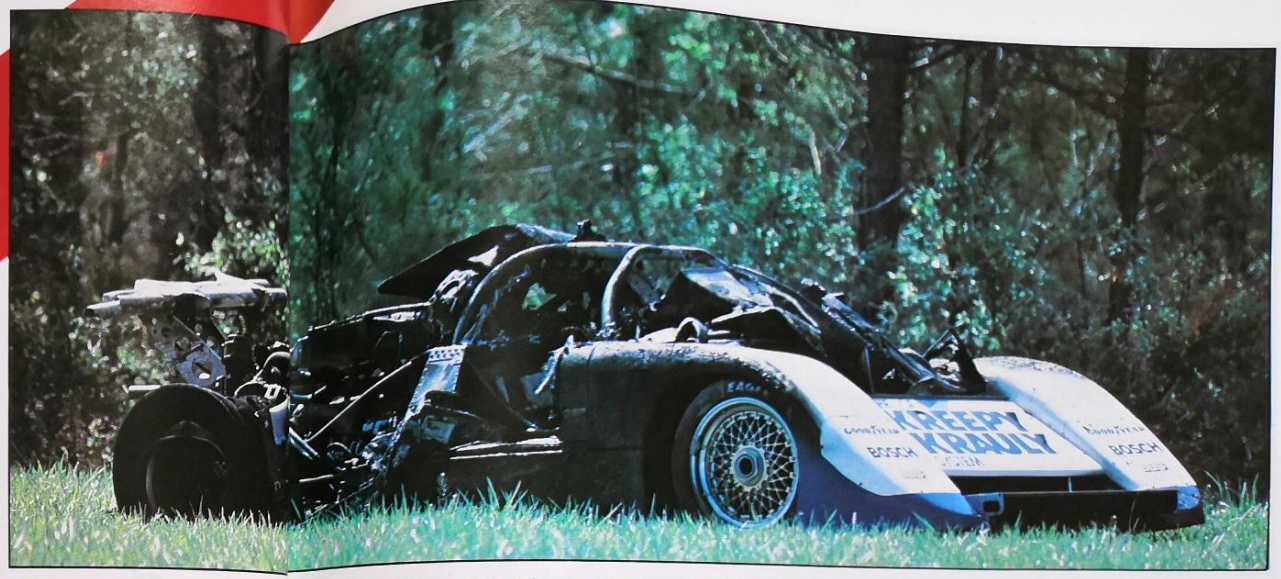


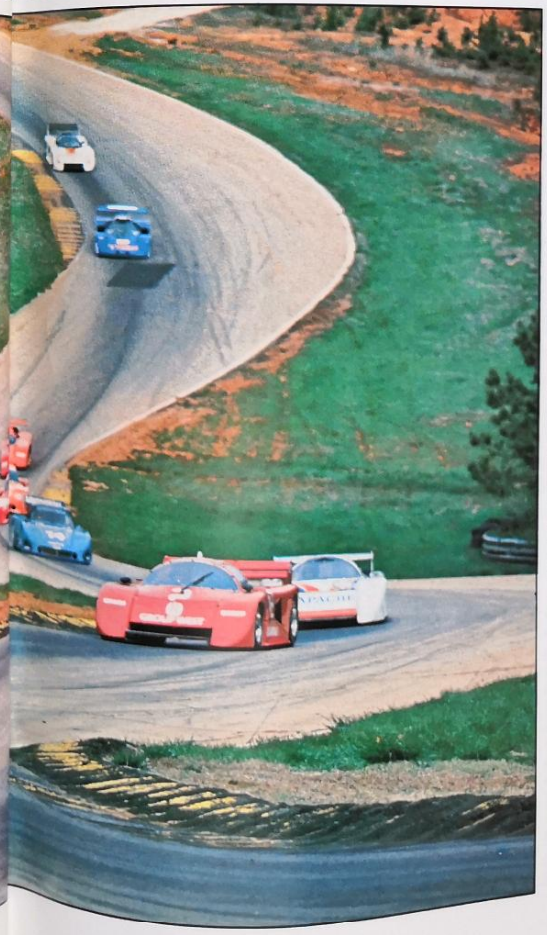
Dimensions	
Wheelbase	280cm/110.25"
Front track	177cm/69.50"
Rear track	167.6cm/66.00"
Height	96.5cm/38.00"
Width	140cm/55.00"
Length	400cm/157.50"

IMSA ROAD ATLANTA 500 KM

A DUEL

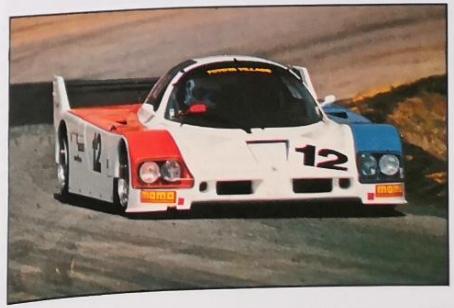




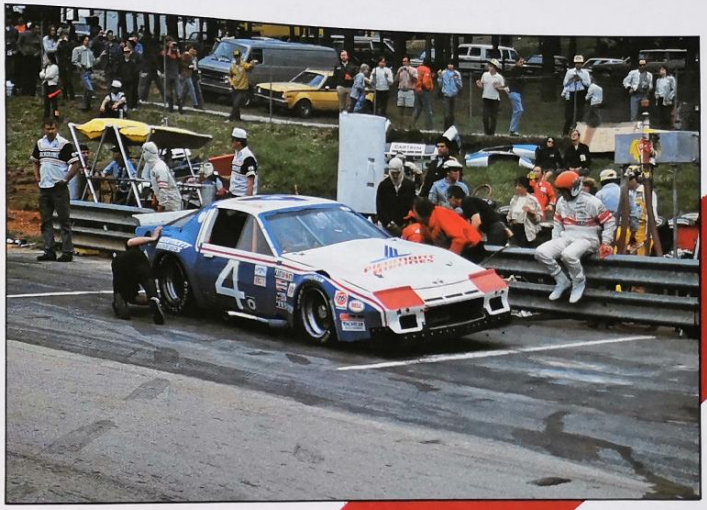


The fourth stage of the IMSA Camel GT Championships that took place on the battered Road Atlanta Circuit in Georgia, was a pretext for a fratricidal duel. The two protagonists were Don Whittington, President and part owner of the circuit and Bill Whittington, Vice President and also part owner of the circuit. The former was driving Marty Hinze March 84G Chevrolet N° 16 and the latter the Blue Thunder March 84G Chevrolet N° 57. Their fight reached such a degree that they refused to leave their cockpits during refuelling, not even allowing their respective team mates, Marty Hinze and Randy Lanier, take over the wheel. The time difference at the finish was less than 15 seconds.

The race was marked by the arrival of the new March 84G - Porsche N° 00 owned by Kreepy Krauly. It was completely destroyed during practice, in a blazing fire that culminated in the explosion of the fuel tank, after having left the track. Sarel van der Merwe was still inside. It was a miracle that he got out alive.
Hardly more fortunate was the South African Jaguar XJR15 group 44, driven by Brian Redman and Pat Bedard who managed to come in third in spite of over



heating problems. Billy Hagan and Gene Felton's Chevrolet Camaro N° 4 won the GTO. Klaus Ludwig and Bobby Rathal's Ford Mustang GTP N° 7, had to retire prematurely, due to fuel injection trouble, while they were in pole position.
Some new cars on the scene: a triumphant



ROAD ATLANTA 500 KM
4th race of the Camel GT Championship (GTP, GTX, GTO, GTU) of the International Motor Sports Association (IMSA).
Official Designation: Road Atlanta 500 km GT.
Date: April 8, 1984.
Distance: 124 laps around a 4.054 km circuit (2.52 miles), for 696 km (312.48 miles)
Weather: Cool and cloudy
Attendance: 25,000

Pole Position : Klaus Ludwig/Ford Mustang GTP, 1'15"964, average speed 192.154 km/h/119.425 mph
Best time GTO: Gene Felton/Chevrolet Camaro, 1'24"135, average speed 173.493 km/h/107.827 mph
Best time GTU: Elliott Forbes-Robinson/Porsche 924 GTR, 1'28"092, average speed 165.699 km/h/102.983 mph
Fastest lap in race: Doc Bundy/Jaguar XJR5, 1'18"830, average speed 185.168 km/h/115.083 mph
Fastest lap GTO: Gene Felton/Chevrolet Camarao, 1'27"090, average speed 167.606 km/h/104.168 mph
Fastest lap GTU: Elliott Forbes-Robinson/Porsche 924 GTR, 1'31"130, average speed 160.175 km/h/99.550 mph
Winner in GTP/GTX: Don Whittington/March 84G-Chevrolet
Winners in GTO: Hagen-Felton/Chevrolet Camaro
Winners in GTU: Baldwin-Reed/Mazda RX7

RESULTS

1.	March 84G-Chevrolet/Don Whittington, 124 laps or 502.696 km (313.48 miles), average speed 160.882 km/h (99.99 mph)		
2.	March 84G-Chevrolet	Bill Whittington	14"951
3.	Jaguar XJR 5	Redman-Bedard	123 laps
4.	March 84G-Chevrolet	Cowart Miller	122 laps
5.	March 84G-Chevrolet	Art Leon-Al Leon-Haywood	121 laps
6.	Porsche 935	Akin-O'Steen	121 laps
7.	Sauber C7-BMW	Fomfor-Valiente	116 laps
8.	Chevrolet Camaro	Hagen-Felton	116 laps
9.	Argo JM16-Mazda	Downing-Maffucci	115 laps
10.	Argo JM16-Mazda	Courtney-O'Neill	115 laps

STARTING GRID

Ford Mustang GTP
Ludwig-Rahal
1'15"964

March 84G-Chevrolet
Art Leon-Al Leon-Haywood
1'18"077

March 84G-Chevrolet
Bill Whittington
1'18"604

March 84G-Chevrolet
Don Whittington
1'19"212

Phoenix-Chevrolet
Gunn-Mullen
1'19"572

March 84G-Buick
Madren-Speer-Pickering
1'20"600

Argo JM16-Mazda
Courtney-O'Neill
1'21"582

Argo JM16-Cosworth
Trueman-St James
1'22"291

Sauber C7-BMW
Fomfor-Valiente
1'25"670

Chevrolet Corvette
Bohren
1'27"201
etc.

Jaguar XJR 5
Redman-Bedard
1'17"568

Jaguar XJR 5
Tullius-Bundy
1'18"257

March 84G-Chevrolet
Cowart-Miller
1'18"767

Porsche 935
Holbert-Bell
1'19"331

Porsche 935
Akin-O'Steen
1'20"287

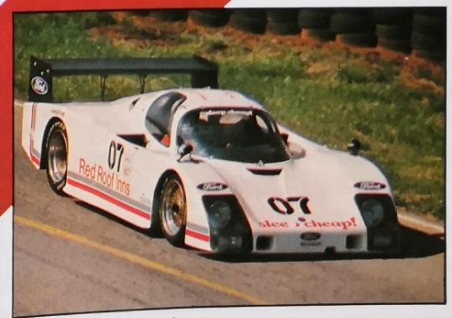
Lola T600-Chevrolet
Kalagian-Lloyd
1'20"670

Momo AR3-Cosworth
Moretti
1'21"648

Chevrolet Camaro
Hagen-Felton
1'24"135

Argo JM16-Mazda
Downing-Maffucci
1'25"792

BMW M1
Montoya-Goellnicht
1'27"204



weekend for the good old Chevrolet V8 engines, the Argo JM16 Cosworth N° 07, belonging to Jim Trueman and Lyn St James and the Osella PA10-BMW 2000cc driven by Werner Frank and Pierre Honneger. They came in 12th and 14th for their first major race.
(photos: Robert Harmeyer Jr/DPPI)

BELLOF

During practice at the Monza 1,000km, Stefan Bellof took 1st place almost three seconds ahead of Jacky Ickx. During the race, no one was able to follow him. Is he really a great driver or, as a young German driver, perhaps he is receiving preferential treatment from Porsche?

Michel Chaptal — 1370 Saintes Belgium.

A good question as it deals with the divided opinions regarding Endurance racing. Ickx and Mass had had some engine temperature problems during practice at Monza and this prevented them from giving their all. This does not prevent Stefan Bellof from being Porsche's fastest driver in Endurance racing and from receiving full support from the constructors. Remember Bellof's practice session at last year's 1,000km at Silverstone when he bettered Jacky Ickx by two seconds on a circuit comprising all in all only five curves. Porsche's official explanation: the spark of youth. But any driver will tell you that there was far more difference than the two seconds between Ickx and Bellof, using the same car at Silverstone. Special engines? More turbo pressure? Stefan Bellof is talented, that is undeniable, but remember that his victory at Monza cost the Porsche-Rothmans team an engine, although this did not appear to trouble them in Stuttgart!

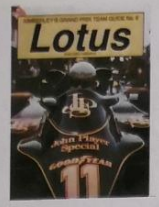
ANTI GPI

Dear Sirs,

I would like you to know that the original reason I subscribed to GPI was because it dealt exclusively with Formula One and thus broke new ground as far as exclusivity of the subject is concerned.
I have also subscribed to Autosport or Motoring News for the past umpteen years, in order to keep abreast of general developments in the racing world. However, as I have never been interested at all in rallies, endurance racing, Formula Ford or F3 and British Club racing, I simply paged past these items in those two publications. At last GPI came out and I, like many others whose main interest is F1, rejoiced at the idea of a magazine dealing solely with the subject. So what the hell are you trying to do? Bastardise GPI? As far as I am concerned, you have a cheek to call it GPI now. I doubt whether I will renew my subscription when it falls due. You have removed the necessity for people like me to want GPI.

Dave Charlton, South Africa.

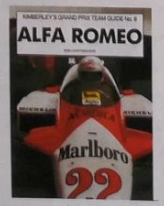
We had promised you that we were no longer to publish any more pro-anti GPI letters. However, it is not every day that we can expect to receive a letter from an ex F1 driver such as Dave Charlton, who, in his day, was not one of the lesser talents in his field. Each year between 1966 and 1972, he participated in the South African Grand Prix, and was seen in several Grands Prix in Europe at the wheel of his Lotus. Too bad that for once an ex F1 driver writes to us, and it's not to pay us compliments. The postal service being as it is between South Africa and France, Dave must have put pen to paper before having had a chance to see our Brazilian Grand Prix issue. Maybe we can still hope?



LOTUS

Bob Constanduros
Kimberly's
19 Heath View
London N2 OQD
PRICE: £2.50

Kimberly's has had the excellent idea of devoting a 30 page glossy paperback to each of the major F1 teams. The book on Lotus was written by our friend and colleague, Bob Constanduros. It is the 6th in the series, following previous publications on Williams, Brabham, Ferrari, Renault and McLaren.
The basic structure is standard: past history of the team, interviews with the drivers, engineers and managers. There are 8 colour plates on the centre pages, and results of all the Grands Prix. It's a shame that the lay-out is rather old fashioned and that the photos have not been altogether well chosen. In the series, the book on Lotus is one of the better volumes, even though it was published last summer.
Two ✍ . It will answer all your questions.



ALFA ROMEO

Bob Constanduros
Kimberly's
19 Heath View
London N2 OQD
PRICE: £2.50

This is the latest book in the series to have been published . But the Alfa Romeo book is already out-dated compared to the ones on Lotus or Tyrrell. If you take a look at the photo-portraits of Gérard Ducarouge, Andrea de Cesaris or Mauro Baldi, you will find that time has been extremely kind to them. As Alfa has been in Grand Prix racing for a shorter time than Tyrrell or Lotus, the results section is shorter than in N° 6 and 7, and the text is longer. The rest of the book offers readers the same qualities and failings as the two previous books. There is one big mistake in the caption on page 8; it is not Luigi Corbari, but Gérard Ducarouge who is talking to Giacomelli. There is a fabulous photo of Andrea de Cesaris coming off the track at his first Grand Prix in Canada in 1980.
Two ✍ . A must for all Alfa Romeo fans.

TYRRELL

Maurice Hamilton,
Kimberly's
19 Heath View
London, N2 OQD
PRICE: £2.50

The failings pointed out in the book devoted to Lotus, are even more apparent in the seventh of the Kimberly series. It's a pity because the texts are really very interesting (as is the idea of devoting a series of books to F1 teams). However, it could have been possible to do a little better. Let's hope that N° 9 written by Jonathan Nash on Arrows, and N° 10 on Toleman written by Bob Constanduros will have better colour plates and higher quality texts to offer readers. N° 11 and 12 are in fact new editions of N° 1 (Williams) N° 2 (Brabham) and N° 3 (Ferrari). For the moment there is nothing planned for Ligier who for some strange reason, has not been included in the series.
Two ✍ . Could improve for the price.

WHAT'S ON

15-17 JUNE
CANADIAN GRAND PRIX F1 MONTREAL

Grand Prix Labatt du Canada, Bassin Olympique.
Ile Notre Dame,
Montreal, Quebec H3C 1AO.
Tel. : (514) 871.14.21.
Practice on Friday and Saturday at 10:00 to 11:30 (untimed) and from 13:00 to 14:00 (timed).
Warm up on Sunday 9:00 to 9:30
Race starts at 13:00 on Sunday.
Admission prices: public enclosures: free on Friday. $ 12 CDN Saturday, $ 15 CDN Sunday; Grandstand: 3 day pass from $ 35 - $ 90 CDN.

13-17 JUNE
THE LE MANS. 24 HOURS Group C

ACO
Cédex 19, 72040 Le Mans Cédex
Tel. : (43) 72.50.25.
Practice on Wednesday and Thursday from 18:00 to 20:00 and from 21:00 to 23:00 (timed).
Warm up on Saturday morning from 10:30 to 11:30.
Race from Saturday at 15:00 to Sunday at 15:00.
Admission Prices:
Public enclosures:
Wednesday 50 F, Thursday 50 F, 4 day pass: Public enclosures 235 F, Stands 100 F; Grandstands: Extra payment for 4 day pass.
Sommer stand 225 F, numbered seats, 160 F, Benoist stand, 160 F, numbered seats 110 F, Wimille stand, 110 F, numbered seats, 90 F; Maison Blanche, reserved open air stand, 140 F, Pit Lane Roof, 110 F.

Four great marques... four beautiful books... and one terrific book club for all car lovers...

On the ROAD BOOK CLUB

A book service of WHSMITH and Doubleday

The dazzling stories of four immortal marques – the history, the companies and the cars!

★ Book size: 12¾" × 9½", 80 pages in each ★ Packed with exceptional colour photography ★ Written by the experts, Chris Harvey [Porsche, MG, Jaguar] and Godfrey Eaton [Ferrari], Secretary of the Ferrari Owners Club ★ "Stunningly illustrated", said The Sunday Times

Total published price £19.80

ALL 4 FOR 33p each + p.&p.*

Whatever your special interest – whether you're a dedicated follower of the Formula 1 scene, a keen mechanic or auto-modeller . . . maybe into other forms of racing, rallying or restoration – On The Road book club will give you the sort of reading you enjoy most!

Quite simply, On The Road brings you the finest of today's motoring titles. And that's not all, because as a member **you'll save at least 25% – sometimes as much as 50% – on the publishers' prices of the books you buy!** The titles in this great introductory offer give you only a hint of the

your membership – hundreds each year, including a wide choice of titles on other subjects to interest the whole family, all of which are described in the free magazine sent to members at approximately three-monthly intervals.

All we ask is that you take at least one book each quarter during your membership. Could there be a better way to buy the books you want?

Start saving now – send off the coupon today. But pay nothing until you've examined the books in your own home for ten days.

On The Road,

To: On The Road, Swindon X, SN99 9XX. 1 2 3 4

Please accept my application and enrol me as a member of On The Road and send me the four books featured here for only £1.32 plus £1.25 towards postage and packing*. If I am not completely satisfied, I may return the books within 10 days, my membership will be cancelled and I will owe nothing. As a member I agree to buy at least one book each quarter. I understand that the minimum length of membership is one year (4 quarters). If after this time I wish to cancel, I may do so by giving one month's notice in writing. All books are described in the free club magazine, 'On The Road', and are offered for at least 25% less than the published prices (plus postage and packing). I am over 18 years of age.

Mr/Mrs/Miss _____ BLOCK LETTERS

Address _____

_____

_____ Postcode _____ GP401

Offer limited to one per household. Overseas send for details.

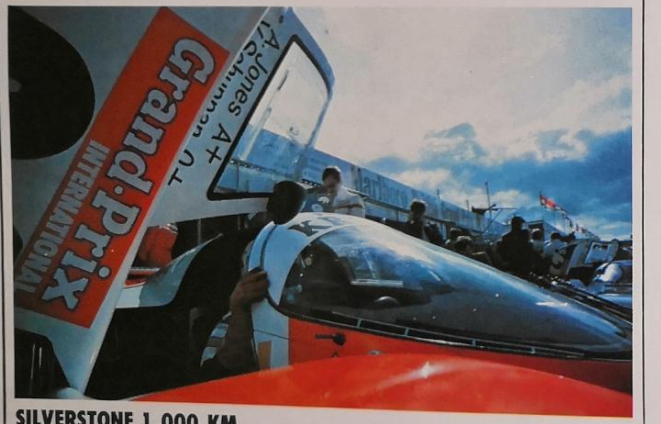
SEND NO MONEY NOW

COMING UP MAY 24 IN GRAND PRIX INTERNATIONAL

on sale every other Thursday

DIJON GRAND PRIX

Ah, Dijon, with its large curves, its cuvette (the dip), mustard, and officious gendarmes... This highly selective circuit on which Alain Prost won his first race has often favoured Renault in the past. It does seem European air is congenial to Ferraris. You can expect a record attendance.

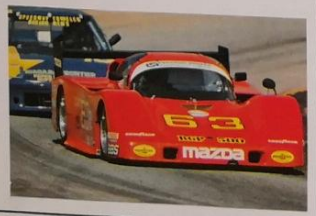


SILVERSTONE 1,000 KM

Endurance owes us a more exciting race after the dreary Monza 1,000 km. For the sake of a good race, let's hope Lancia will be able to capitalize on some of the promising features glimpsed in Lombardy, and that the private entry Porsches can narrow the gap which separates them from the works 956s. We will be reviewing the entries before Le Mans.

USA AND SPECIAL FEATURES

CART has been dormant in anticipation of Indianapolis. So we'll be devoting more space to IMSA with Laguna Seca and Riverside, not to mention our special features and exclusive interviews with drivers.



United Kingdom: 50, Lombard Road, Battersea, London SW13 SU
Tel.: (1) 228 9800 - Telex: 267509
France: 69, rue de Richelieu, 75002 Paris.
Tel.: (1) 261.80.74 - Telex: 215840
Italy: Via Assarotti 14/1, 16122 Genova.
Tel.: (010) 89.27.25
Canada: 387, rue Saint-Paul Ouest, Montreal, Québec H2Y 2AU - Tel.: (514) 282.13.31

EDITOR
Keith Botsford

MANAGING EDITOR
Didier Braillon

ARTISTIC DIRECTOR
Pascal Tournaire

PUBLISHING DIRECTOR
Régis Lacroix

EDITORIAL STAFF
Rallies Editor: Cyril Frey;
Technical Editor: Giorgio Piola;
French Editor: Xavier Chimits

PHOTOGRAPHY
Bernard Asset, Reinhard Klein, DPPI (Thierry Bovy, Stéphane Foulon, Eric Vargiolu, Gilles Levent)

SUBEDITORS AND TRANSLATORS
Nathalie Favre-Gilly, Vincent Rozel, Paolo Bombara
Viviane Pastourel, Pietro Terzago, Angela Villers, Nevin Hickmet

DESIGN STAFF
Alain Convard, Jean-Bernard Blanchet, Cédric Puyenchet, Laurent Cellier, Cathy Artiglia

EDITORIAL COORDINATORS
Martine Freour, assistants: Nathalie Rodride, Gislaine Champion

CONTRIBUTORS
Bob Constanduros, Franco Lini, Heinz Prüller, Jeff Hutchinson, Giancarlo Baccini, Mike Doodson

PHOTOGRAPHERS
Harald Strebelle, Gamma (Bernard Bakalian), David Winter, Autopress, André Marzoli,

ILLUSTRATORS
Didier Bussat, Jean-Marc Monceau

INTERNATIONAL ADVERTSING
Robin Goodman

Advertising: England
Stuart Dent
Adverstising: France
Caroline Duret
Advertising: Italy
SPI Milano

INTERNATIONAL SECRETARY
Sarah Redmond. Assistant: Nikki White-Smith

ACCOUTING
Brian Moore

SUBSCRIPTION SERVICES: United Kingdom: Grand Prix Subscriptions, Oakfield House, Perrymont Road, Haywards Heath, W Sussex. Subscription: 1 year, £40. France: Josiane Germe, 7, rue de Lille, 75007 Paris. Tel: (1) 260 34 65, Telex: 270096. Subscription: 1 year, 400FF. Canada: Editions Canadiennes - GPI, 387, rue Saint-Paul Ouest, Room 204, Montreal, Quebec H2Y 2A7. Subscription: 1 year $98. Italy: Editoriale Domus, Via Achille Grandi 5/7, 200 B9 Milano. Price on request.

Typesetting: Typelec, Boa
Colour separations: RPM, SA Incorpo,
Printer: Avenir Graphique, Torcy

Unsolicited manuscripts and photographs will not be returned. Any reproduction of any material in Grand Prix International, in whole or in part, is strictly prohibited.

Distributed: by COMAG

RIO 1984

Black Power

John Player Special King Size

Rothmans
KING SIZE
BY SPECIAL APPOINTMENT
FILTER TIPPED
ROTHMANS OF PALL MALL LONDON EST 1890
WORLD LEADER
Wherever excellence is a way of life, the swing is to Rothmans King Size.
Rothmans extra length, finer filter and the best tobaccos money can buy
give you true King Size flavour. Rothmans King Size really satisfies.
THE GREATEST NAME IN CIGARETTES